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ANNUAL REPORT

OF THE

SECRETARY OF INTERNAL AFFAIRS

OF THE

Commonwealth of Pennsylvania,

FOR THE YEAR ENDING JUNE 30, 1894.

PART IV.

RAILWAY, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES.

CLARENCE M. BUSCH,
STATE PRINTER OF PENNSYLVANIA,
1895.

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ANNUAL REPORT

OF THE

Secretary of Internal Affairs.

PART IV.

Railway, Canal, Navigation, Telegraph and Telephone Companies

FOR THE YEAR ENDING JUNE 30, 1894.

COMMUNICATION.

DEPARTMENT OF INTERNAL AFFAIRS,
HARRISBURG, *January 15, 1895.*

To His Excellency ROBERT E. PATTISON,
Governor of the Commonwealth of Pennsylvania:

Sir: In compliance with the requirements of the Constitution, and the Acts of the General Assembly approved, respectively, April 9, 1870, May 15, 1874, June 4, 1883, and May 13, 1889, I have the honor to present you herewith, for transmission to the General Assembly, a report of this department, Part IV, Railway, Canal, Navigation, Telegraph and Telephone Companies, which, by law, are required to make annual reports to this department, for the year ending June 30, 1894.

I am, very respectfully,
Your obedient servant,
THOMAS J. STEWART,
Secretary of Internal Affairs.

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REPORT.

Although there has been some improvement, so far as promptitude is concerned in furnishing reports by the several classes of corporations whose operations are embodied in this volume, we regret the necessity of again making public mention of the delinquency of many of the companies whose duty in regard to reports is clearly defined by the Constitution and the laws of the Commonwealth. These delinquencies are so marked as to render it impossible to compile and publish this report within the time specified by law. The lack of promptness on the part of some of the corporations is a source of extra labor and expense and by delaying the publication of the report detracts from its value, besides imparing the public service of the department. Thousands of letters and telegrams have been written during the year to the corporations whose officials have been derelict in the preparation of their reports. As a rule, the corporations whose reports involve the greatest amount of labor are the most prompt in furnishing them. It may be said that the Pennsylvania Railroad Company is not only exceedingly prompt in making its returns, but the data called for are always given full and concise, and their reports are in every way satisfactory. The magnitude of the work of this corporation in preparing this work can scarcely be comprehended. It not only prepares the reports of the "Pennsylvania Railroad Company" proper, but also the reports of fifty-two companies leased, operated or controlled by it.

In one case it was found necessary to certify a delinquent company to the Attorney General for the collection of the penalty provided for such delinquency. The Ontario, Carbondale and Scranton Railway Company has for several years been derelict or exceedingly slow in making its reports. The continued negligence could no longer be tolerated, and, after furnishing it with the proper blanks for this year, sending several letters and telegrams regarding their report, a communication was addressed to the Attorney General, calling his attention to the delinquency, and requesting him to proceed at once to the collection of the penalty for failure to comply with the law. The proceedings in relation to certifying this corporation to the law department, the imposition of the penalty and the result reached, are shown in the copies of the papers published herewith.

December 3, 1894.

Hon. W. U. Hensel, Attorney General, Harrisburg, Pa.:

Dear Sir: By virtue of the provisions of the act of the General Assembly, approved May 13, 1889 (Pamphlet Laws, 202), the Secretary of Internal Affairs is required to furnish the railroad, canal, navigation, telegraph and telephone companies of the State on or before the first day of May, with blanks on which to make annual reports to the said Secretary of Internal Affairs. The same act provides that it shall be the duty of each railroad, canal, navigation, telegraph and telephone company to make and return to the Secretary of Internal Affairs a complete annual report according to the form furnished; that said report shall be attested by the oath or affirmation of two of the officers of the company, and shall be filed in the Department of Internal Affairs on or before the 31st day of August. This act also provides that if any railroad, canal, navigation, telegraph or telephone company shall refuse or neglect to make such report, and at the time specified, said delinquent company shall be liable to a penalty of five thousand dollars to the use of the Commonwealth for such refusal or neglect, said penalty to be sued for and collected in the same manner as debts of like amount are now by law recoverable.

The Ontario, Carbondale and Scranton Railway Company, duly incorporated under the laws of the Commonwealth, owns fifty-two and fourteen one-hundredths miles of road within the limits of Pennsylvania, and having been so incorporated and having constructed a road within the limits of the State is subject to the provisions of the law referred to, which requires a report to be made to the Secretary of Internal Affairs; but, notwithstanding such liability, the company for the year ending June 30, 1894, has failed to comply with the mandates of the law and has up to this time refused to make a report. The requirements of the law as to furnishing the company with blank forms on which to make report have been fully complied with by this department.

We transmit to you herewith a copy of the blank furnished the company (marked Exhibit A;) also a copy of the receipt signed by the secretary and treasurer showing that it was duly received (marked Exhibit B); also a copy of the notice sent the secretary and treasurer under date of July 27, calling attention to the fact that it was their duty to file this report (marked Exhibit C); also a copy of the delinquent notice sent the secretary and treasurer under date of September 20, asking that the report required by law be filed in this department immediately (marked Exhibit D); also a copy of the telegram sent the secretary and treasurer under date of November 15, again calling atention to the delinquency in filing the report (marked Exhibit E).

The Ontario, Carbondale and Scranton Railway Company aforesaid, having neglected and refused to make the report to this department required by law, has set at defiance not only the rules of the department but the laws of the Commonwealth, and is, therefore, liable to the penalty provided by law for such neglect and refusal, and said penalty is hereby imposed for the reason hereinbefore stated, and the case, with the copies of papers mentioned, is hereby certified to your department that you may at once proceed against the said Ontario, Carbondale and Scranton Railway Company for the collection, for the use of the Commonwealth, of the penalty provided for the violation of the law of the State.

Very truly yours,

THOS. J. STEWART,
Secretary of Internal Affairs.

per ISAAC B. BROWN,
Deputy Secretary of Internal Affairs.

EXHIBIT B.

This receipt must be returned to the express agent at Harrisburg, Pa.

New York, N. Y.

Received of Thomas J. Stewart, Secretary of Internal Affairs, blank forms for the report of the Ontario, Carbondale and Scranton Railway Company. .....
....
....
....
....

for the year ending June 30, 1894, which report must be prepared and filed in the Department of Internal Affairs, at Harrisburg, Pa., on or before August 31, 1894.

JOHN FLEMING,
Secretary and Treasurer.

Note.—The person signing this receipt must be some one having authority to act for the company or companies named.

EXHIBIT C.

Harrisburg, July 27, 1894.

John Fleming, Secretary and Treasurer, Ontario, Carbondale and Scranton Railway Company, No. 56 Beaver street, New York, N. Y.:

Sir:—In compliance with the provisions of the Constitution and the laws of the Commonwealth, duplicate blank forms have been sent

you upon which to make a report of the operations and affairs of your company for the fiscal year ending on the 30th of June, 1894.

Your attention is respectfully called to the extracts from the Constitution and laws printed on the back page of the cover of the form, especially to the Act of 1889, which establishes the fiscal year for reports, prescribes the time within which they must be made and fixes the penalty for a failure to comply with the law as to the character of report or the time for filing the same in this department.

Reliable information concerning the condition and development of the railways of the Commonwealth can be obtained by clear and comprehensive replies to the questions contained in these blanks. Great care in the preparation and revision of the report will be necessary in order that your company and the department may be relieved from much correspondence and inconvenience. All incorporated railway, canal, telegraph and telephone companies are required to make report on the blank forms furnished by this department; and in cases where the companies have been but recently chartered and the roads or lines not yet constructed, a partial report must be made, giving names of officers and directors, history of organization, capital stock (if any) and such other information as can be given.

Before forwarding the report it must be verified by the oath or affirmation of two of the following named officers: President, general manager, superintendent, sequestrator, secretary, treasurer or auditor.

The law and its administration imperatively requires that the report be filed in this department on or before the 31st day of August, 1894.

Respectfully,

ISAAC B. BROWN,

Deputy Secretary of Internal Affairs.

EXHIBIT D.

Harrisburg, September 20, 1894.

John Fleming, Secretary and Treasurer, Ontario, Carbondale and Scranton Railway Company, No. 56 Beaver street, New York, N.Y.:

Dear Sir:—The report of you company, to the Secretary of Internal Affairs for the year ending June 30, 1894, which the law requires to be filed on or before August 31, has not yet been received.

Please give this important matter your immediate attention that there may be no further delay in presenting your report.

Should it be defective it will be returned for correction or completion.

Respectfully yours,

ISAAC B. BROWN,

Deputy Secretary of Internal Affairs.

EXHIBIT E.

(Telegram.)

Harrisburg, Pa., November 13, 1894.

John Fleming, Ontario, Carbondale and Scranton Railroad Company, 56 Beaver street, New York, N. Y.

If you are to make report to this department required by law, it must be on file by Monday, the 19th instant.

THOS. J. STEWART,
Secretary of Internal Affairs.

(Telegram.)

New York, Nov. 19, 1894.

Thos. J. Stewart, Secretary of Internal Affairs, Harrisburg.

Report Ontario, Carbondale and Scranton railway will be ready today.

JOHN FLEMING,
Secretary.

Harrisburg, December 12, 1894.

Hon. T. J. Stewart, Secretary of Internal Affairs:

My Dear Sir:—I beg leave to herewith transmit to you an affidavit received from the president and vice president of the Ontario, Carbondale and Scranton Railway Company, explaining why their report was not promptly made, and they privately write asking me to accept this affidavit and a report made to you in condonation of their offense.

Please advise me what you desire to be done in the matter, as I have notified them I have no authority to remit this fine and must be governed by your instructions. Kindly return me the enclosed affidavit with your advices.

Very truly yours,

W. U. HENSEL,
Attorney General.

STATE OF NEW YORK,
CITY AND COUNTY OF NEW YORK. } *ss.*

Thomas P. Fowler and James E. Childs, being severally duly sworn, say that the said Thomas P. Fowler is president of the Ontario, Carbondale and Scranton Railway Company, and the said James E. Childs is the vice president of said company; that John Fleming is the secretary of the said company and has been such for more than one year last past; that after the blank form of report to the Secretary of Internal Affairs of the State of Pennsylvania was received by said secretary, he was directed to prepare the report and forward the same to the proper officer. Said Fleming neglected to

do so, although he reported to one of the officers of the company that he had done so.

Deponents further state that there was no intention on the part of the company, or officers thereof, to withhold or delay the report, and it was their intention that the same should be filed before the expiration of the time fixed by law.

THOMAS P. FOWLER,
JAMES E. CHILDS.

Subscribed and sworn to before me this 7th day of December, 1894.

WILLIAM J. BALDWIN,
Notary Public.

Harrisburg, December 20, 1894.

Hon. W. U. Hensel, Attorney General, Harrisburg, Pa.:

Dear Sir:—On the 3d of December, 1894, we certified to you for collection the penalty imposed upon the Ontario, Carbondale and Scranton Railway Company, for the failure to make the report required by the Constitution and laws of this Commonwealth. On the 5th of December we acknowledged receipt of a report from said company, which we returned to the secretary for the reason that it came too late to be included in the annual report of the department, the manuscript of which was already in the hands of the printer, and for the additional reason that the delinquency of the company had been certified to you for your action. We have been furnished through your department with a petition signed and sworn to by Thomas B. Fowler, president, and James E. Childs, vice president, of the said company, in which, among other things, it is stated that there has been no desire on the part of the officers of the company to neglect the duty imposed by law in regard to making the report to this department; that upon the secretary of said company, Mr. John Fleming, a resident of New York city, was imposed the duty of making out and forwarding said report; that the said John Fleming had reported to the other officers of the company that the report had been made and forwarded and that the first knowledge that came to the petitioners regarding the delinquency of the company was the notification received through the public press to the effect that their company had been certified to the Attorney General for the collection of the penalty imposed as aforesaid. The department is also informed through the petition of Mr. Thomas B. Fowler, president, and James E. Childs, vice president, that the company has discharged the said John Fleming, secretary, from their employment for his failure to make the report referred to and for asserting that it had been made when, in fact, it had not.

For the reasons given in the petition the company ask to be relieved from the payment of the fine of $5,000 imposed upon them.

Before this department takes action in the matter it is desired that you inform us whether, under the circumstances and under the law providing for such penalty, this department has a right to relieve said corporation from the liability of paying the fine imposed upon them.

Very truly yours,
THOS. J. STEWART,
Secretary of Internal Affairs.

Harrisburg, December 21, 1894.

Hon. Thos. J. Stewart, Secretary of Internal Affairs:

Dear Sir:—Your letter dated December 20, 1894, asking to be advised whether your department has a right to relieve the Ontario, Carbondale and Scranton Railway Company from the liability of paying a penalty imposed of $5,000 under the Act of May 13, 1889, has been received. This act provides that every railroad company which shall refuse to make a report as provided, and at the time specified in the second section of the act, shall be liable to a penalty of $5,000, to be sued for and recovered as debts of like amount are or may be by law recoverable.

From the circumstances contained in your letter the failure to make said report was owing to the fact that John Fleming, the secretary of the company, informed the officers that the report had been mailed and filed; that the first knowledge the other officers of the company had that this was not done was a notice in the public press of this delinquency; that the company promptly acted on this information and filed the report and discharged the secretary from its employment for said neglect; and, further, that the company disclaimed any intention whatever of neglecting or refusing to comply with the law. This company has also communicated with this department in reference to this claim, and we are satisfied that the company has done all within its power to remedy the wrong done your department.

Under all the facts and circumstances in this case and the law applicable thereto, I advise you that in the exercise of your discretion, you have a right to relieve the company from the liability to the penalty provided in the said act of May 13, 1889.

Upon application this department will return to you the certificate for collection of said penalty sent by letter dated December 3, 1894.

Very truly yours,
JAS. A. STRANAHAN,
Deputy Attorney General.

STATE OF NEW YORK, } ss.
CITY OF NEW YORK. }

Thos. P. Fowler and James E. Childs, being duly sworn according to law, say that the facts set forth in above and foregoing petition are correct and true to the best of their knowledge, information and belief.

T. P. FOWLER.
J. E. CHILDS.

Sworn and subscribed before me this 17th day of December, A. D. 1894.

WILLIAM J. BALDWIN,
Notary Public.

Harrisburg, December 28, 1894.

Hon. Thos. J. Stewart, Secretary of Internal Affairs:

Dear Sir:—I am in receipt of yours of December 27, 1894, and, as requested, herewith return the certificate of the claim of the State for penalty imposed on the Ontario, Carbondale and Scranton Railway Company for neglect to file its report.

Very truly yours,
JAS. A. STRANAHAN,
Deputy Attorney General.

NECESSITY FOR A RAILWAY BUREAU.

In previous reports of this department attention has been called to the necessity that exists for additional legislation to provide for the establishment of a railway bureau in the Department of Internal Affairs. Although there may be no need of closer supervision of railways in regard to the adjustment of rates and the prevention of discrimination, there are reasons why the most thorough investigations should be made and rigid supervision exercised, in regard to railway accidents. No one will deny that an imperative duty devolves upon the government with reference to securing for the public safety in travel and freedom, so far as possible, from loss of life and limb. It cannot be denied that many of our railway corporations exhibit a degree of carelessness in the management and operation of their lines that greatly increases the hazards of travel. If, under the Constitution, no railway commission can be created independent of this department, it is certain that the scope of authority may be enlarged to an extent that would enable the department to take

such action as would compel all railway companies to adopt all approved safety appliances in their equipment and exercise greater care for the safety of passengers. Whenever it can be ascertained that a railway corporation is reckless in management, authority should be given the department, or the railway bureau thereof, to make inspection of road-beds, bridges and equipment, and whenever deemed necessary power should be given to employ experienced engineers or other experts competent to pass upon and determine the safety of roads and equipments. This feature of railway supervision is a question of humanity, greater, indeed, than rights of property and the State ought not longer to disregard the plain and emphatic duty. Railways may object and, it must be admitted, with a degree of justness to the appointment of a railway commission clothed with arbitrary powers to adjust rates of transportation, but no humane or conscientious management could object to such provisions of law as will contribute to the protection of life and limb to both passengers and employes. It must be remembered that public corporations are within, and must continue to be within, the power of legislative action, for the power that can create a corporation and give it valuable franchises and rights can also supervise, regulate and control it to such an extent as may be necessary for the welfare, comfort and safety of the public. The power to legislate in the direction indicated will not be denied and cannot be objected to by those corporations that are foremost in conserving the interests of their patrons. In the report for the year ending June 30, 1893, reference at some length was made under the head of "accidents" to the duty of the Legislature in this direction. The results of last year, with the thousands killed and injured, only intensify the importance of this subject and call more imperatively for legislation that will check the havoc that is steadily increasing from year to year. We reprint the articles referred to, as we believe the subject cannot be too strongly emphasized.

While the urgency of a commission may not be so imperative in Pennsylvania as elsewhere, yet when we regard the safety of the passenger and the employe, and especially when we contemplate the long list of those reported killed and injured last year, it is apparent that such a commission, even in Pennsylvania, should be seriously considered by the Legislature. This view of the matter is emphasized when it is known that there are several lines of road in the State whose condition is such as to require State supervision, to the end that the bridges, road-beds and equipment may be put into serviceable and safe condition. An instance may be cited to prove the truth of this position. It occurred recently in the State of New York, where a board of railway commissioners exists, clothed with authority to stop the running of passenger trains whenever, in the

opinion of the commissioners, the road-bed or equipment is in an unsafe or unserviceable condition, such as to endanger the lives and limbs of passengers and employes. Many of the roads in that state have lines running into Pennsylvania. So far as they are within the limits of New York they are subject to the supervision of the railway commission of that state; but in Pennsylvania they are exempt from such supervision. It is reasonable to conclude that if supervision is desirable in New York it is equally desirable in Pennsylvania. It is less than a year since a serious accident occurred on the line of one of these roads in New York state, which extends from the interior of the state across the line into Pennsylvania. It is reported that the commissioners of New York made an inspection of the road in their state and condemned portions of the bridges and road-bed as unsafe, and compelled the company to stop the running of passenger trains until the road and equipment were in better condition. This action on the part of the commissioners must be commended, and the public generally will endorse their action, as they were discharging a duty to the people of New York—a duty which no efficient and painstaking officer could disregard. The trains, however, continued to run over that portion of the road in this State, as no authority is conferred upon this department or any State officer to take similar action to that taken by the New York authorities.

In the insurance of property we find it classified with reference to the risk to be carried by the insurers. The good country farm houses, the isolated dwellings in cities, the well constructed brick, iron or stone stores of towns and cities are considered non-hazardous and good risks and are carried by the insurers at a very low rate of premium; while planing mills, frame rows and other property of an inammable character are risks classified as hazardous and extra-hazardous and are insured only at extraordinarily high rates, often tenfold more than the rates named on the other properties referred to. The most of our Pennsylvania railway lines belong to the safe class and the risk to life and limb of passengers is reduced to a minimum, but there are a few lines whose equipment, road-bed, bridges and tunnels are in such condition as to make the danger to passengers hazardous, often extra-hazardous, and yet the passenger pays the same rate over all our lines, or if there is any difference, the highest rates are paid over the lines whose condition is the worse. While this comparison may not be just a parallel one, it forcibly shows the existence of conditions that need correction. Again, in the insurance business rates are often adjusted with reference to the management of the business carried on in the property insured. The buildings may be of the non-hazardous class, and yet the business may be carried on by a reckless management—by men who take no

care with regard to the prevention of fires. In such cases, the rates of the insurance are often double, and in many cases, the insurance of the property is declined by the conservative underwriter. So it is with railway management. There may be good equipment, excellent road-bed; but by defective and careless management the safety of passengers is endangered and traveling made hazardous. How very important, then, that the strong arm of the State should step in and demand a careful, cautious and conservative management, that the safety of the patrons of the road may be assured. Without any desire to single out any one of our railway corporations, either as an example or perfection on the one hand, or recklessness on the other, it may be said that the Pennsylvania railroad needs no supervision on the part of the State, with reference to management or condition of road. It is probable that the road most perfect in construction and equipment, able and aggressive in management, and yet strictly conservative, is the Pennsylvania railroad. It is scarcely possible to controvert this statement and, indeed the truthfulness of the proposition is universally admitted by those familiar with the various railway systems of the continent. So perfect in all its details, occupying the most advanced line in the way of improvements, conserving the interests of the shipper and the convenience of the traveler, this road, under its present management and organization, should be the pride of all our people.

The condition of this road and most of the others of the State is such as to render supervision almost unnecessary; but, unfortunately, as we have indicated, such favorable conditions do not exist in regard to all our lines, and the welfare of the people requires that there be either a commission constituted by law to exact further improvements from such companies to bring them up to a similar standard of safety and service, or power be given to some State officer that the same results may be attained. The Constitution of the State requires that the Secretary of Internal Affairs shall exercise a general supervision over the railways of the Comomnwealth, subject to such regulations and alterations as shall be provided by law; and it may be a serious question whether, in view of this Constitutional mandate, a commission could be instituted independently of the Secretary of Internal Affairs. If this could not be done, specific and additional powers could be conferred upon the department, to the end that there shall be such exercise of authority and such supervision as may be necessary to insure the correction of some of the existing evils, and especially to require that railway corporations whose lines and equipment are unserviceable and unsafe, to make the needed improvements.

By an examination of the laws of several states we find that commissions exist clothed with greater or less powers. In most of the

states that are empowered to exercise a rigid supervision over the railways regarding the adoption of every practicable device and precaution for the protection of human life. The Congress of the United States has passed stringent laws upon this subject, but as such laws can only apply to the operation of railways in the transportation of inter-state commerce, there is a work left to be done by the states within their respective limits. Massachusetts, always in the lead in the matter of wholesome legislation, many years ago, established a commission, and the results have been not only of inestimable value to the public, but it is also admitted that the railway interests have not in the least been crippled. On the contrary, it is claimed that they have been advanced. Similar conditions exist in other states, and when conservatism has characterized the administration of the railway commissions or bureaus, there has been a mutuality of interests that has proved the wisdom of such legislation.

The following states have railway commissions clothed with powers such as have been indicated: Indiana, two commissioners, at salary of $2,000 each; Iowa, three commissioners, $3,000 each; New York, three commissioners, $8,000 each; Minnesota, three commissioners, $3,000 each; California, three commissioners, $4,000 each; Virginia, one commissioner, $2,000; Texas, three commissioners, $4,000 each; Vermont, three commissioners, $8 per day each; Connecticut, three commissioners, $3,000 each; Michigan, three commissioners $10 per day each; Illinois, three commissioners, $3,500 each; Kentucky, three commissioners, $2,000 each; Wisconsin, one commissioner, $3,000; North Carolina, three commissioners, $2,000 each; Maine, three commissioners, $5 per day each; Ohio, one commissioner, $2,000; Massachusetts, three commissioners, chairman, $4,000, two others, $3,500 each; Kansas, three commissioners, $3,000 each; Mississippi, three commissioners, $2,500 each; Missouri, three commissioners, $3,000 each. Several other states also have commissions but we do not have at hand the laws giving the scope of their authority, the salaries paid or the number of commissioners. The number of steam railways in the states named varies from six in New Hampshire and North Dakota to perhaps 200 in New York, while in Pennsylvania the number reporting annually to this department is 400. The commissions in other states are provided with clerical assistance sufficient to transact the work of compilation of statistics and arrange the data for publication. In this department there are only two clerks to do this work, as the bureau is at present organized. That the force provided for a proper discharge of the duties imposed is strikingly apparent. There should be a chief officer of the railway bureau, two clerks and a stenographer. No one not familiar with the work to be done can comprehend the almost limitless correspondence necessary in connection with this bureau.

In the report for 1893 we said, "The person in charge of this work should be a man of the highest qualifications as a statistician, as well as being conversant with the affairs of railways, and the Legislature, at its next session, should provide for the establishment of a railway bureau in this department and the appointment of a chief, with a salary commensurate with the high degree of efficiency required for so responsible a position. In addition to this, provision should be made for such clerical assistance as may be necessary for the efficiency of the bureau and the good of the public service."

Such legislation as we have suggested cannot be too strongly urged and we trust that during the session of 1895 this subject will receive the conservative and considerate action of the Legislature.

CAPITALIZATION, STOCKS AND BONDS.

The total amount of stock authorized by law is reported at $1,099,303,383.42, and the capital stock outstanding at $944,670,893.64. In 1890 the amount of stock outstanding was $801,400,126.72; in 1891, $862,219,423.58; in 1892, $882,184,620.47; in 1893, $925,133,596.38. These figures indicate a gradual yearly increase, and show a total increase of $143,270,766.92. For some years past an effort has been made by the department to ascertain the amount of cash actually received from the stock outstanding but as the present officers of railway corporations have in most cases no information as to the actual amount that may have been so received, they, of course, have been reluctant to make affidavit to any statement regarding it, and, therefore, verified statements as to the actual cash received on stocks are, if made at all, given often in ambiguous terms and scarcely worthy of much credence. The law requires that the reports shall be verified by the affidavit of two of the leading officers of the company. Any deductions, therefore, that might be made from the fragmentary returns received by the department concerning the sale of stocks would be unreliable, and, if taken as a guide would be misleading. We have, therefore, in ascertaining the capitalization, taken the amount of capital stock outstanding as indicating the approximate amount paid in, and to this have added the amount of funded indebtedness. The bonded indebteness in 1890 was $880,589,509.72; in 1891, $918,771,209.62; in 1892, $928,632,341.10; in 1893, $965,713,347.49; in 1894, $982,551,341.93, an increase in five years of $101,961,832.21. While there has been a steady increase in the bonded indebtedness the increase in the stock has been somewhat larger. It is a fact also that in each of the years named the bonded indebtedness is found to be greater than the capital stock outstand-

ing. Combining these figures, indicating the capital stock outstanding and the bonded indebtedness, we have a total capitalization in 1890 of $1,681,989,636.44; in 1891, $1,780,990,633.20; in 1892, $1,810,816,961.57; in 1893, $1,890,846,943.87; in 1894, $1,927,222,235.57. From these figures it is apparent that within two years the total capitalization of the roads reporting to this department will amount to $2,000,000,000, which indicates the magnitude of the railway interests of Pennsylvania, when compared with the total capitalization of the railways of the United States, including the stock outstanding and bonded indebtedness, which together amount to about $10,000,000,000. In other words, the railway interests with which this department has to deal represent a capitilization equal to about one-fifth of the entire railway capitalization of the country. The total current liabilities are reported at $114,829,317.71, which when added to the bonded indebtedness of $982,551,341.93, makes a total of $1,097,380,659.64, or a total of stock outstanding, bonded indebtedness and current liabilities of $2,042,051,553.28.

Cost of Roads and Equipment.

During the year ending June 30, 1893, the amount expended in equipment, improvement of roads and construction was $39,517,077.07. During the year covered by this report the amount was $16,359,064.76. The total cost of roads and equipment, as reported to this department, is $1,538,501,235.29. The four roads showing the greatest expenditure in this direction are the Lake Shore and Michigan Southern, the New York, Lake Erie and Western, the Pennsylvania and the Philadelphia and Reading. The following table, covering the years 1888 to 1894, inclusive, shows the amounts expended by these companies:

Lake Shore and Michigan Southern.	*New York, Lake Erie and Western.*
1888. $84,000,000 00	1888, $14,138,567 97
1889, 84,000,000 00	1889, 14,772,494 27
1890, 84,000,000 00	1890, 161,145,923 43
1891, 84,000,000 00	1891, 161,621,092 44
1892, 84,000,000 00	1892, 162,739,413 26
1893, 84,000,000 00	1893, 163,598,371 02
1894, 84,000,000 00	1894, 163,827,796 22
Pennsylvania.	*Philadelphia and Reading.*
1888, $67,625,744 71	1888, $75,385,325 86
1889, 68,793,078 34	1889, 96,097,051 38
1890, 88,735,287 86	1890, 98,125,807 24
1891, 94,003,316 77	1891, 102,018,897 21
1892, 99,075,027 25	1892, 105,668,006 87
1893, 110,548,302 49	1893, 108,799,521 75
1894, 112,735,921 51	1894, 107,629,543 26

Equipment.

The number of locomotives reported in use during the year was 7,789, as against 7,504 last year; the number of cars in the passenger service was 6,670, as against 6,332 last year, a slight increase; the number of freight cars was 309,397. The total number of cars of all kinds in the public service, including those by the companies, was 341,756. The reports made to the Inter-State Commerce Commission for the year 1893, by the various railway companies of the United States, show the total number of locomotives in use to have been 34,788. The number of locomotives per 100 miles of road in Pennsylvania was 42, the number of passenger cars 36, and the number of freight cars 1,669. From the best information obtainable there are in the United States 20 locomotives, 18 passenger cars and 750 freight cars per 100 miles of road.

Employes.

As we have indicated in former reports, it is impossible for this department to ascertain the number of officials and employes on the railways whose employment is wholly within the State of Pennsylvania. It will be apparent to the careful observer that the railway business is of such a character as to render it impossible to know what portion of an official's or an employe's service should be charged to one state and what to another, when the road upon which he is employed passes through two or more states. It will, therefore, be understood that in giving the number of officers and employes the information does not indicate that they are all employed within this State, but merely on the railways that make reports to this department. For the year ending June 30, 1892, there were 213,573 officers and employes upon the roads thus reporting. For the year 1893 there were 200,158, and for the year 1894, 176,228; showing a decrease since last year of 23,930.

The number of persons employed on the railways of the country is a fairly sure indication of the prosperity or lack of prosperity that prevails in the commercial world, and the fact that in a single year there has been a falling off of nearly 25,000 in the number of employes of the railways mentioned in this report is evidence that this great industry is keeping pace with our other industries in their downward tendency.

For every 100 miles of road there were 951 persons employed, as against 1,105 last year, a decrease of 154. The five companies reporting the greatest number of employes were the Pennsylvania, 49,001, as against 54,611 last year; the Philadelphia and Reading 16,396, the Lake Shore and Michigan Southern 13,385, the New York, Lake Erie and Western, 14,910, the Lehigh Valley, 15,713; a total of 109,405. Last year these roads reported 133,196.

Compensation of Employes.

Some of the railway companies fail to give detailed information regarding the total compensation paid employes, or the average amount paid them. As before stated, the number of employes during the year was 176,228, who received $99,683,991.55, an average per capita of $565.65. A similar computation made with reference to the returns for 1892, when there were 213,573 employes, who received $113,798,051.28, we find the average per capita compensation was $532.82. To those who do not make a study of the affect that times of depression have on the laboring classes, these figures may be somewhat startling, for it would seem that where so many persons are thrown out of employment, and the wages so generally decreased, that the average per capita compensation would be less than in times of greater prosperity. It must be remembered, however, that in times of depression, when persons are discharged from employment in the great industries, the most poorly paid are the first to be affected; the higher officials and the best paid employes are generally the last to have their wages lowered or to be entirely deprived of employment. Applying this theory to the employes of the railways, it will not be difficult to understand why the returns for the year just closed indicate a higher per capita compensation than do the returns for the year 1892.

The five companies employing the largest number of persons are the Pennsylvania, Philadelphia and Reading, the Lake Shore and Michigan Southern, the New York, Lake Erie and Western and the Lehigh Valley. During the year these companies employed 109,405 persons, or about 62 per cent. of the entire number reported to this department, to whom the compensation paid was $61,301,359.67; 61½ per cent. of the entire amount paid to all officers and employes of our railway systems. The following table shows the number of persons employed by the companies named, and the total compensation paid them during the years 1891, 1892, 1893 and 1894.

NUMBER OF EMPLOYES.

Names of Companies.	1891.	1892.	1893.	1894.
Pennsylvania railroad	51,750	54,537	54,611	49,001
Philadelphia and Reading railroad	14,190	*28,716	31,759	16,396
Lake Shore and Michigan Southern	13,966	17,442	17,651	14,910
New York, Lake Erie and Western railroad	16,962	17,211	16,835	13,385
Pittsburg, Chicago, Cincinnati and St. Louis	10,503	11,242	12,340	Lehi' Val. 15,713
Total	107,371	129,138	133,196	109,405

COMPENSATION OF EMPLOYES.

Names of Companies.	1891.	1892.	1893.	1894.
Pennsylvania railroad,	$29,389,842 78	$31,628,443 30	$33,696,420 48	$27,610,222 66
Philadelphia and Reading railroad,	8,202,955 35	*16,197,796 64	17,850,305 65	8,953,432 62
Lake Shore and Michigan Southern,	8,146,674 46	9,998,380 04	10,239,106 80	9,140,090 35
New York, Lake Erie and Western,	10,236,556 99	10,493,475 91	10,310,498 76	8,112,611 64
Pittsburg, Chicago, Cincinnati and St. Louis,	4,934,547 74	6,984,584 21	7,642,600 05	Lehigh Valley 7,485,002 10
Total,	$60,910,577 32	$75,307,680 10	$79,738,931 74	$61,301,359 67

* Includes employes of, and compensation paid by, Lehigh Valley and other lines recently leased by the Philadelphia and Reading Railroad Company.

TRAIN MILEAGE.

Passenger Train Mileage.

The reports of the operating road show a passenger train mileage of 61,808,014 miles, as against 63,728,356 miles last year; a decrease of nearly two millions of miles. The increase of train mileage in 1892 over that of 1891 having been almost ten millions of miles, would indicate that train mileage has also been materially affected by the great depression throughout the country. The Pennsylvania railroad still shows the highest passenger train mileage, making a return for the year of 14,908,860 miles, as against 15,980,468 last year. The Philadelphia and Reading report 4,780,088, the Lake Shore and Michigan Southern, 5,080,095, the New York, Lake Erie and Western, 5,292,163, the Pittsburgh, Cincinnati, Chicago and St. Louis, 4,617,460, making a total of 34,678,686, or more than half of the entire mileage reported.

Freight Train Mileage.

There has also been a decrease in the freight train mileage during the year, the returns showing 100,152,331, as against 114,524,930 last year, a decrease of 14,372,599 miles. The five roads reporting the greatest freight train mileage are the Pennsylvania, 20,450,3555, the Philadelphia and Reading, 8,238,877, the New York, Lake Erie and Western, 9,163,995 the Lake Shore and Michigan Southern, 8,135,661, the Lehigh Valley, 11,854,902, a total of 57,793,790, as against 72,276,631 last year. These roads, it will be seen, all report a marked decrease. The total mileage of all trains, passenger and freight, is reported at 161,960,345, as against 178,530,853 last year.

Some inaccuracies may exist in these figures owing to the fact that in the reports of some of the companies no separate statement

is kept of passenger and train mileage. The total mileage, however, is substantially correct.

Passenger Traffic.

The total number of passengers carried during the year was 134,798,580, as against 152,460,840 last year. The five companies carrying the greatest number of passengers were the Pennsylvania, the Philadelphia and Reading, the New York, Lake Erie and Western, the Philadelphia, Wilmington and Baltimore and the Pittsburgh, Cincinnati, Chicago and St. Louis, which together carried 89,429,125, as against 105,396,590 last year. The decrease is made more marked when it is understood that the number carried during the year 1892 was 96,238,201. All these roads show a decided decrease. Some great changes are also noticeable in the average distance passengers were carried. For instance, the Philadelphia and Reading reported last year an average distance of 13 miles, while this year it reports 12 miles; the New York, Lake Erie and Western reported last year an average of 23 miles as against 24 miles; the Philadelphia Wilmington and Baltimore 19 miles, as against 18 miles; the Pittsburgh, Cincinnati, Chicago and St. Louis 25 miles, as against 35; the Lake Shore and Michigan Southern, 47 miles as against 60 miles; the Pennsylvania reports the same average distance for the two years.

The five following companies show the greatest passenger earnings per mile of road: Schuylkill River East Side, $9,817.69; Philadelphia, Wilmington and Baltimore, $7,604.14; Lake Shore and Michigan Southern, $8,078.23; Pennsylvania, $6,852.85 ; Pittsburgh, Fort Wayne and Chicago, $7,728.65.

Freight Traffic.

Of all the deductions made in this report those that most clearly indicate the extent of the depression not only in our State, but in adjoining states as well, are the ones made from the returns relative to freight traffic, for wherever there is a marked falling off in the tonnage of the railways it is positive evidence that the commercial world is suffering to a greater or less degree from financial disturbances or other causes that produce great depression. The number of tons of freight carried during the year was 233,250,687, as against 281,681,030 last year, and 290,480,712 for the year 1892. The decrease in 1894 from the tonnage of 1893 is 48,430,343 tons. The number of tons carried one mile was 23,275,785,498; for last year, 27,860,894,938 tons. The receipts from this tonnage were $161,958,216.73, as against $191,392,514.51 last year; a decrease of $29,434,297.78. The five companies showing the greatest freight earnings per mile were the Delaware, Lackawanna and Western, $28,897.85; Monogahela Conecting, $38,664.83; Lehigh and Susquehanna,

$19,736.29; Philadelphia and Reading, $18,343.56; New York, Susquehanna and Western, $19,798.57. The five companies showing the greatest number of tons of freight carried, and the average distance hauled of one ton, were the Pennsylvania, 45,080,919 tons, average distance 144 miles; the Philadelphia and Reading, 18,611,841 tons, average distance 85 miles; the New York, Lake Erie and Western, 15,305,260 tons, average distance 155 miles; the Lehigh Valley, 12,542,341 tons, average distance 135 miles; the Northern Central, 11,643,186 tons, average distance 62 miles. The total number of tons carried by these roads during the year was 103,183,547, last year 137,356,818; the average distance of carrying one ton of freight was 116 miles, as against 130 miles last year.

DIFFERENT KINDS OF FREIGHT CARRIED.

Products of Agriculture.

There has been a material decrease in the number of tons of agricultural products carried during the year, the amount being 17,530,458 tons, as against 18,477,085 tons last year, a decrease of 946,627 tons. The tonnage last year showed a decrease of 697,641 from that of 1892. These figures indicate that the general depression of business has affected the farming interests as well as all others.

Products of Mines.

The tonnage from the mines for the year 1893 was 180,534,176. There should have been a material increase for 1894, but owing to the great depression there has been a falling off of the tonnage from the mines, the amount being 145,281,944 tons, a decrease of 35,252,232 tons, over 24 per cent. The Pennsylvania road carried 28,333,786 tons, the Philadelphia and Reading 12,993,210 tons, the New York Lake Erie and Western 9,824,832 tons, the Delaware, Lackawanna and Western 8,534,835 tons and the Lehigh Valley 8,865,981 tons. These roads are the heaviest shippers of the products of the mines.

Products of Forests.

During the year there were 13,562,458 tons carried of this class of freight, a decrease from last year of 3,040,018, or 23 per cent. Of this the Pennsylvania road carried 2,432,580 tons, the New York, Lake Erie and Western 1,049,075 tons, the Northern Central 1,015,015 tons, the Philadelphia and Reading 774,845 tons, the Western New York and Pennsylvania 915,824 tons, a total of 6,187,340 tons, or about half of the entire tonnage.

Products of Manufactures.

This tonnage for the year was 31,491,322, as against 40,147,802 tons last year. The Allegheny Valley, Cleveland and Pittsburgh, Lake Shore and Michigan Southern, New York, Lake Erie and Western, Northern Central, Pennsylvania, Philadelphia and Reading, Philadelphia, Wilmington and Baltimore, Pittsburgh, Cincinnati, Chicago and St. Louis and Pittsburgh, Fort Wayne and Chicago each carried upwards of 1,000,000 tons, the Pennsylvania alone having carried 8,733,837 tons.

Miscellaneous Merchandise.

A remarkable decrease is found in the tonnage of this class of freight, the amount this year being 16,104,362 tons, as against 25,911,492 tons last year, a decrease of 9,807,130 tons.

Combining these figures with reference to the tonnage from the several sources indicated, embraced in the tabulation in the back of the report, we find that for the year 1893 there were shipped 281,673,031 tons, while for the present year the tonnage has been only 230,358,659 tons, a decrease of 51,314,372 tons, or about 22 per cent. The returns as they appear in the report for last year show an increase of 18,339,727 tons, or about 7 per cent. over the preceding year, and for the year 1892 there was an increase of 24,500,000 tons, or about 10 per cent. over 1891.

Rates of Transportation.

The tendency, as we have clearly shown in former reports, seems to be downward, both as regards passenger and freight rates. The following table will show the rate charged per ton per mile during the years 1890, 1891, 1892, 1893 and 1894 by the companies named.

NAMES OF COMPANIES.	1890.	1891.	1892.	1893.	1894.
Pennsylvania,	.661	.656	.647	.620	.607
Philadelphia and Reading,	1.000	1.025	.877	.908	1.025
Buffalo, Rochester and Pittsburg,	.654	.595	.594	.554	.538
Cumberland Valley,	1.199	1.241	1.285	1.206	1.152
Delaware, Lackawanna and Western,	.979	.916	.923	.938	.922
New York, Lake Erie and Western,	.663	.658	.629	.655	.630
Northern Central,	.605	.602	.604	.601	.612
Philadelphia, Wilmington and Baltimore,	1.356	1.358	1,417	1.321	1.400
Pittsburg, Cincinnati, Chicago and St. Louis,	.615	.709	.682	.685	.649
Lake Shore and Michigan Southern,	.644	.630	.602	.599	.587

A study of these figures is interesting, as they show that in two or three instances, especially that of the Philadelphia and Reading road, there are some marked discrepancies in the average rates re-

ceived in the years mentioned. While in most cases there has been a decrease from year to year, in the case of this particular road there have been some decided increases, but it is possible that these figures are not absolutely reliable. In fact it is a serious question whether defective book-keeping is not responsible for some of the results appearing in these tables. Last year the rate of the Pennsylvania road .620 per ton per mile; for the present year .607, a decrease of .013. This reduction although slight, when applied to the vast tonnage of this road, amounts to many hundreds of thousands of dollars. As we have shown in former reports, the rates of the railways in Pennsylvania, as well as those throughout the United States, are much more favorable to the shipper than the rates of the railways of any other nation. It should also be remembered that in countries more thickly populated than ours, the advantages enjoyed by the railroad companies are much greater than those enjoyed here. In view of this fact the low rates that prevail here are all the more remarkable and ought to be highly appreciated, not only by the shipper but by the public generally. The following table shows the average rate received by the companies named for the transportation of passengers:

NAMES OF COMPANIES.	1890.	1891.	1892.	1893.	1894.
Pennsylvania,	2.094	2.070	2.028	1.968	1.993
Philadelphia and Reading,*	1.009	1.870	1.093	1.848	1.862
Buffalo, Rochester and Pittsburg,	2.428	2.246	2.268	2.275	2.176
Cumberland Valley,	2.300	2.215	2.141	2.123	2.056
Delaware, Lackawanna and Western,	2.088	2.033	1.857	1.999	1.957
New York, Lake Erie and Western,	1.596	1.539	1.515	1.482	1.462
Northern Ceutral,	2.214	2.205	2.139	2.040	2.120
Philadelphia, Wilmington and Baltimore,	2.092	2.101	2.070	2.024	2.063
Pittsburg, Cincinnati, Chicago and St. Louis,	2.361	2.354	2.283	2.168	1.913
Lake Shore and Michigan Southern,	2.254	2.104	2.183	2.195	2.069

* The Philadelphia and Reading rates for 1891 and 1893 differ so materially from the rates for 1890 and 1892, that they would seem to be erroneous. However, they are given precisely as reported by the company.

A study of this table will be convincing proof that the tendency of passenger rates, as well as freight rates, is gradually downward.

Earnings.

The total passenger earnings for the year were $67,815,968.04; total freight earnings, $166,711,253.46; other earnings, $3,510,307.67; making a grand total of $238.037,529.17, as against $277,537,303.90 for last year. Examining the earnings of some of these companies in detail we find that the Buffalo, Rochester and Pittsburgh received $2,704,458.74 from all sources, as against $3,215,291.76 last year;

the Cumberland Valley received $818,331.02, as against $953,349.08; Lake Shore and Michigan Southern received $21,675,051.33, as against $24,046,875.75; New York, Lake Erie and Western received $27,047,113.62, as against $31,289,979.80. A comparison of the receipts of the Pennsylvania for the past several years is interesting. In 1890 they were $71,093,629.36; in 1891, $71,176,830.07; in 1892, $74,213,020.41; in 1893, $76,011,102.10; in 1894, $63,854,054.18. If there had been a continued increase in the volume of business done in the country, the earnings of this road ought to have been about $80,000,000, but instead of this there has been a falling off of several millions from the earnings of 1890. In former reports we made comparisons with reference to the receipts of the railways throughout the United States from the returns received by the Inter-State Commerce Commission. The returns at hand from the commission from the last year are somewhat fragmentary and of so meagre a character as to render comparisons of little value and possibly misleading. It is safe to assume that the roads throughout the country are affected to about the same degree as those within the limits of Pennsylvania. Sixty-one per cent. of the receipts of the roads in Pensylvania is from freight traffic, and 25 per cent. from passenger traffic.

Accidents.

The returns show the number of passengers killed during the year to be 37, as against 79 last year; the number injured, 703, as against 779. One passenger was killed out of every 3,643,205 carried, and one injured out of every 191,747. Last year there was one killed out of every 1,929,884 carried, and one injured out of every 195,713. Of the employes there were 399 killed and 6,519 injured, as against 650 killed and 8,848 injured last year. The other persons killed and injured were in large part trespassers. During the year there were, of these persons, 983 killed and 1,447 injured, as against 1,099 killed and 1,495 injured last year. From these returns we find that of all classes, passengers, employes and other persons, there were 1,419 killed and 8,669 injured, as against 1,828 killed and 11,122 injured last year. Eight persons have been killed and 47 injured to every 100 miles of road operated. Of the larger roads the Buffalo, Rochester and Pittsburgh have had 18 killed and 211 injured; the New York, Cincinnati, Chicago and St. Louis, 1 killed and 20 injured; the Pensylvania, 13 passengers killed and 349 injured; employes, 117 killed and 2,395 injured; other persons, 339 killed and 561 injured, a total of 469 killed and 3,305 injured. While these figures indicate great havoc, yet so far as this company is concerned there has been a decrease in the number of killed of 157 and in the number of injured of 1,044. The Pittsburgh, Cincinnati, Chicago and St. Louis

report 120 killed and 1,591 injured. Of the killed one was a passenger, 33 employes and 86 other persons; of the injured 54 were passengers, 1,349 employes and 188 other persons. The Philadelphia and Reading reported 188 killed and 999 injured. Of the killed, 2 were passengers, 71 employes and 115 other persons; of the injured 82 were passengers, 779 employes and 138 other persons.

Railways and the Industrial Depression.

In no state of the Union does an era of industrial depression so seriously affect railway interests as it does in Pennsylvania. The reasons are apparent and are clearly shown in the tables hereinafter printed, giving the tonnage from the mines, forests and manufactures. With closed mills and factories, or running on short hours, there is, of course, a great falling off in the tonnage of manufactured goods, and closed factories means a lessened tonnage from the mines. As these interests are greater in Pennsylvania than in any other state it is easily seen how seriously railway interests here have been affected by the present general and almost unprecedented industrial depression. In the United States there are now 156 operating roads in the hands of receivers, of which 106 passed from the control of the shareholders to the possession of the bondholders during the year covered by this report. The capitalization of these roads is upwards of two and one-half billions of dollars, or more than one-fourth of the entire capitalization of the railway interests of the country. Of course, many of these roads were burdened with a bonded indebtedness too great to bear even in times of prosperity, but it is an unfortunate commentary to make that within a single year the general financial and industrial conditions of this nation have been such as to drive into bankruptcy so great a portion of our railway interests, and bring destruction and irreparable injury to people in all kinds of business.

Railroad Reports Destroyed by Fire.

On the night of the 9th of February the State printing house, with all its contents, was totally destroyed by fire. At the time of the fire the annual railroad report of the Department of Internal Affairs for the year ending June 30, 1894, was in course of publication, and about 154 pages had been printed. There were, therefore, a large number of the original reports of railroad companies in possession of the printer at the time, all of which were destroyed. The names of the companies, whose reports were burned, are herewith given:

Lake Shore and Michigan Southern Railway Company.
Lehigh and Lackawanna Railroad Company.
Lehigh and Susquehanna Railroad Company.
Lehigh Valley Railroad Company.

Lewisburg and Tyrone Railroad Company.
Ligonier Valley Railroad Company.
Little Saw Mill Run Railroad Company.
Little Schuylkill Navigation Railroad Company.
Loyalsock Railroad Company.
Lykens Valley Railroad Company.
McKean and Buffalo Railroad Company.
McKeesport and Bessemer Railroad Company.
KcKeesport Connecting Railroad Company.
Mahoning Valley Railroad Company.
Mapleton and Rocky Ridge Railroad Company.
Martins' Creek Railroad Company.
Meadville, Conneaut Lake and Linesville Railroad Company.
Middletown and Hummelstown Railroad Company.
Mifflin and Centre County Railroad Company.
Mill Creek and Mine Hill Railroad Company.
Mine Hill and Schuylkill Haven Railroad Company.
Monongahela Connecting Railroad Company.
Monongahela River and Street's Run Railroad Company.
Mont Alto Railroad Company.
Montour Railroad Company.
Montrose Railroad Company.
Mount Carbon and Port Carbon Railroad Company.
Mount Carbon and Natalie Railroad Company.
Mount Jewett, Kinzua and Riterville Railroad Company.
Mount Jewett and Smethport Railroad Company.
Mount Penn Gravity Railroad Company.
Mount Pleasant and Broadford Railroad Company.
Nescopec Railroad Company.
Nesquehoning Valley Railroad Company.
Neversink Mountain Railroad Company.
New Castle and Beaver Valley Railroad Company.
New Castle and Butler Railroad Company.
New Castle and Shenango Valley Railroad Company.
New Haven and Dunbar Railroad Company.
Newport and Sherman's Valley Railroad Company.
New York, Lake Erie and Western Railroad Company.
New York, Lake Erie and Western Coal and Railroad Company.
New York, Lackaanna and Western Railroad Company.
New York, Chicago and St. Louis Railroad Company.
New York and North Pennsylvania Railroad Company.
New York, Pennsylvania and Ohio Railroad Company.
New York, Susquehanna and Western Railroad Company.
Nittany Valley Railroad Company.
North Bend and Kettle Creek Railroad Company.

Northern Central Railway Company.
North East Pennsylvania Railroad Company.
North Pennsylvania Railroad Company.
North and West Branch Railroad Company.
Ohio and Baltimore Short Line Railroad Company.
Ohio Connecting Railroad Company.
Olean, Bradford and Warren Railroad Company.
Oregon and Texas Railroad Company.
Pennsylvania Railroad Company.
Pennsylvania Company.
Pennsylvania and New York Canal and Railroad Company.
Pennsylvania, Poughkeepsie and Boston Railroad Company.
Pennsylvania Schuylkill Valley Railroad Company.
Pennsylvania and North Western Railroad Company.
Penn Gas Coal Company's Railroad.
People's Railway Company.
Perkiomen Railroad Company.
Perry County Railroad Company.
Philadelphia and Baltimore Central Railroad Company.
Philadelphia Belt Line Railroad Company.
Philadelphia and Chester Valley Railroad Company.
Philadelphia and Erie Railroad Company.
Philadelphia, Germantown and Chestnut Hill Railroad Company.
Philadelphia, Germantown and Norristown Railroad Company.
Philadelphia, Harrisburg and Pittsburgh Railroad Company.
Philadelphia, Newtown anw New York Railroad Company.
Philadelphia and Reading Railroad Company.
Philadelphia and Reading Terminal Railroad Company.
Philadelphia and Trenton Railroad Company.
Philadelphia, Wilmington and Balitmore Railroad Company.
Pickering Valley Railroad Company.
Pine Creek Railroad Company.
Pittsburgh and Castle Shannon Railroad Company.
Pittsburgh, Chartiers and Youghiogheny Railroad Company.
Pittsburgh, Cincinnati, Chicago and St. Lonis Railroad Company.
Pittsburgh and Connellsville Railroad Company.
Pittsburgh, Fort Wayne and Chicago Railway Company.
Pittsburgh Junction Railroad Company.
Pittsburgh and Lake Erie Railroad Company.
Pittsburgh, Marion and Chicago Railway Company.
Pittsburgh, McKeesport and Youghiogheny Railroad Company.
Pittsburgh and Moon Rnn Railroad Company.
Pittsburgh and Northern Railroad Company.
Pittsburgh, Shenango and Lake Erie Railroad Company.
Pittsburgh, Virginia and Charleston Railroad Company.

Pittsburgh and Western Railroad Company.
Pittsburgh, Youngstown and Ashtabula Railroad Company.
Plymouth Railroad Company.
Pomeroy and Newark Railroad Company.
Reading and Columbia Railroad Company.
Reading, Marietta and Hanover Railroad Company.
Reynoldsville and Falls Creek Railroad Company.
Ridgway and Clearfield Railroad Company.
River Front Railroad Company.
Rochester, Beaver Falls and Western Railroad Company.
Rupert and Bloomsburg Railroad Company.
Salisbury Railroad Company.
Schuylkill and Lehigh Railroad Company.
Schuylkill River, East Side Railroad Company.
Schuylkill and Lehigh Valley Railroad Company.
Schuylkill Valley Navigation Railroad Company.
Shamokin, Sunbury and Lewisburg Railroad Company.
Shamokin Valley and Pottsville Railroad Company.
Sharon Railroad Company.
Sharpsville Railroad Company.
Sheffield and Spring Creek Railroad Company.
Slackwater Connecting Railroad Company.
Slate Run Railroad Company.
Somerset and Cambria Railroad Company.
South Chester Railroad Company.
South Easton and Philipsburg Railroad Company.
South Fork Railroad Company.
South West Pennsylvania Railroad Company.
Southern Pennsylvania Railway and Mining Company.
St. Mary's and South Western Railroad Company.
State Line and Sullivan Railroad Company.
Stewartstown Railroad Company.
Stony Creek Railroad Company.
Sunbury, Hazleton and Wilkes-Barre Railroad Company.
Sunbury and Lewistown Railway Company.
Susquehanna and Buffalo Railroad Company.
Susquehanna and Clearfield Railroad Company.
Sugar Run Railroad Company.
Tamaqua, Hazleton and Northern Railroad Company.
Tiadaghton and Fahnastalk Railroad Company.
Tioga Railroad Company.
Tionesta Valley Railroad Company.
Tipton Railroad Company.
Trenton Cut-off Railroad Company.
Tresckow Railroad Company.

Tuscarora Railroad Company.
Tyrone and Clearfield Railroad Company.
Ursina and North Fork Railroad Company.
Waynesburg and Washington Railway Company.
West Chester Railroad Company.
Western Maryland Railroad Company.
Western New York and Pennsylvania Railroad Company.
Western Pennsylvania Railroad Company.
Wheeling, Pittsburgh and Baltimore Railroad Company.
Wilcox Railroad Company.
Wilcox and Rocky Run Railroad Company.
Wilkes-Barre and Eastern Railroad Company.
Wilkes-Barre and Harvey's Lake Railroad Company.
Wilkes-Barre and Scranton Railway Company.
Williamsport and North Branch Railroad Company.
Williams's Valley Railroad Company.
Wilmington and Northern Railroad Company.
Wind Gap and Delaware Railroad Company.
Youghiogheny and Northern Railway Company.
Youghiogheny and Wick Haven Railroad Company.

The whole number of reports burned was 159. It will readily be seen that their destruction was a great loss to the department and necessitated much extra time and work to repair the damage done. As soon as possible after the fire a letter was addressed to the different railroad companies whose reports were destroyed, asking their assistance in again making the file of the department complete.

It is customary for the department to send duplicate blanks to the railway companies on which to make their reports, one copy to be forwarded to the department and the other retained in the office of the company. In view of this fact we wrote to the companies whose reports had been destroyed, suggesting three plans of replacing them. First, that we send two employes from the department to make copies of the duplicates. Second, that the duplicates be sent to this department to be copied here. Third, that we furnish the companies with blanks and they make the copies and forward them to the department.

Nearly all the companies made prompt reply, and a majority of them offered to make the copies. In some cases, however, we sent employes from the department to do the work. With two exceptions all the missing reports have been supplied.

The destruction of these reports and that portion of our annual report that had already been printed has resulted in delaying the presentation of the report to the Governor and the Legislature and its distribution to the public. Now, however, the data having all been compiled and the missing reports furnished, the work of reprinting is progressing rapidly, and we are assured that the annual report will be ready for distribution by the middle of June.

The substitutes for the original reports will be bound and kept in the department the same as the original reports are kept, and a certificate will be attached to each one showing that the original was destroyed by fire and that the copy has been procured to supply its place.

STREET RAILWAY COMPANIES.

Comparative totals from the reports of street railway companies for the years 1893 and 1894:

Number of companies reporting, 1894,	376
Number of companies reporting, 1893,	327
Increase over 1893,	49
Capital stock paid in, 1894,	$65,316,638 57
Capital stock paid in, 1893,	55,426,912 21
Increase over 1893,	$9,889,726 36
Capital of lines not yet constructed,	1,168,901 97
Funded and floating debt, 1894,	32,605,431 15
Funded and floating debt, 1893,	26,206,709 31
Increase over 1893,	$6,398,721 84
Cost of roads and equipment, 1894,	54,841,190 47
Cost of roads and equipment, 1893,	50,734,005 30
Increase over 1893,	$4,107,185 17
Cost of lines not yet in operation,	845,233 57
Length of road in miles, 1894,	1,093.19
Length of road in miles, 1893,	846.08
Increase over 1893,	247.11
Number of cars in use, 1893,	3,448
Number of cars in use, 1894,	3,185
Decrease,*	263
Number of horses and mules in use, 1893,	10,570
Number of horses and mules in use, 1894,	6,034
Decrease,†	4,536

*The apparent decrease in the number of cars in use is accounted for from the fact that a number of companies gave that item in their reports of last year, but failed to do so for the present year. There has no doubt been a considerable increase of the number of cars in use over the previous year.

†Horse cars are fast going out of use; hence the decrease in the number of horses and mules.

Number of cars propelled by electricity, 1894,	1,617
Number of cars propelled by electricity, 1893,	1,051
Increase over 1893,	566
Number of cars propelled by cable, 1894,	389
Number of cars propelled by cable, 1893,	331
Increase over 1893,	58
Number of passengers carried, 1894,	302,334,449
Number of passengers carried, 1893,	288,787,020
Increase over 1893,	13,547,429
Total receipt from passenger, 1894,	$13,756,528 98
Total receipt from passengers, 1893,	13,720,769 87
Increase over 1893,	$35,759 11
Total expenses, 1894,	9,117,206 69
Total expenses, 1893,	9,040,067 43
Increase over 1893,	$77,139 26
Value of real estate owned by companies, 1893,	2,938,948 47
Value of real estate owned by companies, 1894,	2,335,539 86
Decrease,	$603,408 61
Accidents, killed, 1894,	84
Accidents, killed, 1893,	73
Increase over 1893,	11
Accidents, injured, 1894,	624
Accidents, injured, 1893,	392
Increase over 1893,	232

TELEGRAPH AND TELEPHONE COMPANIES.

Comparative totals from the reports of Telegraph and Telephone companies for the year 1893 and 1894:

Number of companies reporting, 1894,	26
Numder of companies reporting, 1893,	25
Increase over 1893,	1

Capital stock paid in, 1894,	$112,296,616 67
Capital stock paid in, 1893,	111,935,016 67
Increase over 1893,	$361,600 00
Funded and floating debt, 1893,	20,180,604 37
Funded and floating debt, 1894,	17,005,971 12
Decrease,	$3,174,633 25
Cost of lines and equipment, 1894,	5,726,721 18
Cost of line and equipment, 1893,	5,385,908 78
Increase over 1893,	$340,812 40
Length of line in miles, 1894,	194,296.00
Length of line in miles, 1893,	192,670.96
Increase over 1893,	1,625.04
Length of line in Pennsylvania, 1893,	14,605.03
Length of line in Pennsylvania, 1894,	12,693.00
Decrease,	1,912.03
Receipts of entire line, 1893,	29,877,833 05
Receipts of entire line, 1894,	27,140,276 16
Decrease,	$2,737,556 89
Receipts in Pennsylvania, 1893,	2,086,984 56
Receipts in Pennsylvania, 1894,	1,912,282 56
Decrease,	$174,695 00
Expenses entire line, 1893,	21,520,308 70
Expenses entire line, 1894,	20,413,646 54
Decrease,	$1,106,662 16
Expenses in Pennsylvania, 1894,	980,040 88
Expenses in Pennsylvania, 1893,	857,630 24
Increase over 1893,	$122,410 64

CANAL AND NAVIGATION COMPANIES.

Comparative total from the reports of Canal and Navigation Companies for the year 1893 and 1894:

Number of companies reporting, 1893,	9
Number of companies reporting, 1894,	9

Capital stock paid in, 1894,	$58,147,208 00
Capital stock paid in, 1893,	58,114,858 00
Increase over 1893,	$32,350 00
Funded and floating debt, 1894,	40,398,240 45
Funded and floating debt, 1893,	30,050,627 28
Increase over 1893,	$10,347,613 17
Cost of canals and fixtures, 1894,	30,501,767 19
Cost of canals and fixtures, 1893,	30,064,496 33
Increase over 1893,	$437,270 86
Gross tonnage, 1893,	2,063,933
Gross tonnage, 1894,	1,794,538
Decrease,	269,395
Gross receipts, 1893,	$3,012,207 04
Gross receipts, 1894,	2,689,189 54
Decrease,	$323,017 50
Expenses, 1894,	826,188 11
Expenses, 1893,	596,071 90
Increase over 1893,	$230,116 21

STEAM RAILROADS NOT CONSTRUCTED.

List of steam railroad corporations, whose lines are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, etc. (Blank spaces in the columns indicate that the information has not been furnished the department.)

	Amount of capital stock authorized by law.	*Amount expended on organization, construction, etc.*
Allegheny Connecting,	$10,000 00	$200 00
Allegheny and Lawrence,	1,500,000 00	
Ashbourne, Cheltenham and Philadelphia,	60,000 00	4,571 37
Beaver Meadow Tresckow and New Boston,	200,000 00	480 43
Brady's Bend and Butler,	120,000 00	
Brownsville and State Line,	500,000 00	7,015 53
Bloomfield Junction,	25,000 00	
Blue Mountain,	1,000,000 00	4,700 00
Carbon Limestone,	20,000 00	
Central Railroad of Pennsylvania,	100,000 00	100 00
Chest Creek,	100,000 00	6,000 00

STEAM RAILROADS NOT CONSTRUCTED—CONTINUED.

	Amount of capital stock authorized by law.	*Amount expended on organization, construction, etc.*
Clermont and Marvin Creek,	50,000 00	186 17
Coudersport, Galeton and Ansonia,	150,000 00	80 00
College Hill Marginal,	30,000 00	140 50
Charleroi and Belle Vernon,	30,000 00	600 00
Coal Glen,	50,000 00	.....
Crescent Connecting,	20,000 00	15,521 58
Danville and Riverside,	50,000 00	.....
Danville and Shamokin,	250,000 00	26,710 00
Dauphin and Berks,	1,000,000 00	100,000 00
Delaware and Anthracite,	5,000,000 00	.....
Easton and Philadelphia,	1,000,000 00	162 90
Eaglesmere,	100,000 00	.....
Ebensburg and Black Lick,	350,000 00	244,056 42
Fair Hill,	150,000 00	255,509 17
Forest Central,	90,000 00	3,000 00
Granite Hill,	10,000 00	100 00
Grassy Island,	10,000 00	9,703 70
Hancock and State Line,	60,000 00	1,430 00
Hanover and Newport,	500,000 00	369,750 00
Harrisburg and Bedford,	2,500,000 00	6,948 93
Homer and Susquehanna,	200,000 00	8,625 69
Kettle Creek,	350,000 00	2,322 04
Lancaster and Reading (narrow gauge),	500,000 00	.....
Langhorne and Bristol,	400,000 00	438 53
McKeesport and Versailles Belt Line,	50,000 00	175 00
Mahoning and Allegheny,	110,000 00	.....
Mead and Laurel Run,	135,000 00	.....
Monterery and Streets Run Connecting,	20,000 00	.....
Mount Pleasant and Latrobe,	130,000 00	13,030 54
New York, Philadelphia and Chicago,	2,250,000 00	23,613 68
New Cumberland and Pittsburgh,	400,000 00	.....
Ohio and North Eastern,	250,000 00	13,499 58
Oil City and New Castle,	750,000 00	.....
Oil City and Ridgway,	300,000 00	71,427 43
Olean, Oswego and Eastern,	200,000 00	.....
Pennsylvania Midland,	1,900,000 00	.....
Pennsylvania and Western,	5,000,000 00	100,000 00
Philadelphia, Castle Rock and West Chester,	90,000 00	1,540 79
Philadelphia and Delaware County,	1,000,000 00	497,174 48
Philadelphia and New England,	2,000,000 00	29,947 48
Philadelphia and Frankford,	500,000 00	537,580 14
Philadelphia, Honesdale and Albany,	5,400,000 00	3,500 00
Philadelphia and Northern,	900,000 00	962,566 76
Pittsburgh and Mansfield,	50,500 00	25,000 00
Philadelphia and Pittsburgh,	1,500,000 00	.....
Philadelphia and Willistown,	40,000 00	575 00
Pittsburgh, Canonsburg and State Line,	3,500,000 00	.....
Path Valley,	200,000 00	.....
Point Breeze,	18,000 00	.....
Priceville and Winton,	50,000 00	.....
Reading, Lancaster and Baltimore,	3,000,000 00	35,419 73
Roxborough,	100,000 00	70,801 24
Schuylkill River West, Side,	120,000 00	2,859 10
Sewickley and Jeannette,	150,000 00	3,000 00
Sherrick Run,	500,000 00	3,862 12
Slatington,	200,000 00	1,740 69
Southern Central,	3,000,000 00	11,151 75
South Pennsylvania,	20,000,000 00	.....
South Shore,	10,000 00	16,608 00
Susquehanna,	75,000 00	150 00
State Line,	20,000 00	15,005 19
Tionesta Valley and Salmon Creek,	50,000 00	.....
Tionesta Valley and Hickory Run,	50,000 00	.....
Titusville, Cambridge and Lake Erie,	1,000,000 00	.....
Tomhicken, Milnesville and Eastern,	150,000 00	1,682 60
Union,	50,000 00	58,298 41
Union Transfer and Exchange,	250,000 00	.....
Uniontown and Lick Run,	50,000 00	13,430 84

STEAM RAILROADS NOT CONSTRUCTED—CONTINUED.

	Amount of capital stock authorized by law.	*Amount expended on organization, construction, etc.*
Valley,	120,000 00	682 84
Wilkes-Barre and Williamsport,	1,600,000 00	7,200 00
West Chester and Phoenixville,	250,000 00	27,252 62
York and Black Mount,	50,000 00	.....
York Springs and Dillsburg,	100,000 00	2,010 00
York and Schuylkill,	650,000 00	.....
Youghiogheny Central,	200,000 00	7,767 14
Youghiogheny Connecting,	50,000 00	963 65
Youghiogheny and Elizabeth,	50,000 00	.....
Youghiogheny, Southern,	200,000 00	6,854 45
Total,	$75,265,500 00	$3,634,723 15

LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railways to whom charters have been granted but whose lines have not been constructed, exhibiting amount of authorized capital, capital paid in and amount paid for organization, construction, etc.

	Capital authorized by law.	*Capital paid in.*	*Paid for organization and construction.*
Allegheny and Kiskiminetis,	$700,000 00	$30,000 00	.....
Allegheny and Millvale,	24,000 00	2,400 00	.....
Allegheny Valley,	15,000 00	1,500 00	.....
Altoona and Hollidaysburg,	50,000 00	.....	.....
Anthracite,	500,000 00	2,200 00	$82 50
Aspinwall,	12,000 00	1,200 00	.....
Baltimore Avenue,	50,000 00	5,000 00	.....
Beaver Meadow, Hazleton, Mahanoy and Shenandoah,	150,000 00	15,000 00	.....
Beaver and Vamport,	15,000 00	.....	.....
Bedford Electric,	15,000 00	500 00	200 00
Belmont Avenue,	18,000 00	6,000 00	137 25
Bellefield Street,	12,000 00	1,200 00	.....
Bellefonte,	18,000 00	600 00	.....
Beltzhoover and Amanda Avenues,	9,000 00	300 00	.....
Bethlehem and Catasauqua,	60,000 00	2,000 00	500 00
Birdsborough,	12,000 00	400 00	.....
Boulevard,	18,000 00	1,800 00	.....
Braddock and Brinton,	6,000 00	600 00	.....
Braddock and Homestead,	7,500 00	750 00	84 25
Brinton Park,	20,000 00	7,000 00	14,227 00
Bristol and Trenton,	48,000 00	2,400 00	.....
Bloomfield and Shadyside,	30,000 00	.....	.....
Bloomsburg Electric,	12,000 00	400 00	.....
Bristol and Newton,	100,000 00	10,000 00	.....
Cambridge and Edinboro,	50,000 00	5,000 00	125 00
Cambria and Somerset,	50,000 00	5,000 00	.....
Carbondale and Forest City,	300,000 00	150,000 00	150,000 00
Cherry Street,	12,000 00	610 00	.....
Chestnut Hill and Norristown,	48,000 00	1,600 00	.....
Citizens', Beaver Falls,	18,000 00	729 28	.....
Citizens', Pottstown,	90,000 00	3,000 00	.....
Citizens', Pottsville,	200,000 00	2,250 00	.....
Citizens', Fairmount Park,	48,000 00	4,800 00	.....
Citizens', Scotdale,	50,000 00	600 00	.....

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	*Ca id in*	*Paid for organization and construction.*
Citizens', North Philadelphia,	36,000 00	1,200 00	.....
Citizens', South Philadelphia,	30 000 00	1,000 00	.....
Columbia and Marietta,	50,000 00	1,033 00	513 06
Columbia and Washington,	40,000 00	1,200 00	.....
Connecting,	18,000 00	1,800 00	80 00
Conshohocken,	250,000 00	15,360 00	.....
Cumberland Valley Electric,	300,000 00	15,000 00	15,000 00
Delaware Front,	24,000 00	800 00	.....
Delaware and Schuylkill,	50,000 00	1,600 00	.....
Dravosburg Electric,	15,000 00	455 00	262 14
Easton and Bethlehem,	125,000 00	20,000 00	.....
Easton and Bangor,	100,000 00	2,000 00	.....
Easton and South Easton,	100,000 00	2,000 00	.....
East Reading,	100,000 00	100,000 00	101,409 19
East Snyder Avenue,	6,000 00	310 00	.....
Edinboro and Erie,	200,000 00	35,000 00	.....
Erie Transit,	600,000 00	6,000 00	.....
Elmwood and Fairmount Park,	50,000 00	8,000 00	8,000 00
Forty-ninth Street and Westminster Avenue,	250,000 00	5,000 00	.....
Forty-second Street and West Park,	25,000 00	2,000 00	.....
Fairhill,	9,000 00	900 00	.....
Fairmount Park,	1,000,000 00	.....	.....
Fairmount and Haddington,	50,000 00	8,000 00	8.000 00
Fairmount Palace Car,	48,000 00	4,800 00	.....
Fairview and Riverton,	25,000 00	1,350 00	.....
Frankstown Avenue	30,000 00	.....	.....
Federal Street,	20,000 00	1,010 00	.....
Franklin Electric,	24,000 00	1,631 19	2,214 29
Franklin and Oil City,	45,000 00	1,599 10	.....
Frankford, Bridesburg and East Fairmount Park,	78,000 00	2,320 00	.....
Gladwyne,	12,000 00	420 00	110 00
Glenshaw Street,	30,000 00	1,000 00	.....
Glenwood and Dravosburg,	27,000 00	2,700 00	700 00
Harrisburg and Mechanicsburg,	75,000 00	15,000 00	1,200 00
Homestead,	80,000 00	3,000 00	.....
Holmesburg and Bristol,	60,000 000	2,400 00	.....
Holmesburg, Tacony and Frankford,	150,000 00	3,600 00	.....
Huntingdon,	18,000 00	600 00	.....
Huntingdon Street Connecting,	6,000 00	6,000 00	178 00
Jackson and Porter Street,	50,000 00	2,000 00	610 00
Jenkintown Electric,	150,000 00	16,000 00	.....
Johnson Street,	35,000 00	1,800 00	.....
Lancaster and Philadelphia,	1,500,000 00	12,125 00	12,125 00
Lancaster and Marietta	90,000 00	3,000 00	.....
Lackawanna and Old Forge,	36,000 00	1,200 00	.....
Lancaster and Terry Hill,	200,000 00	3,600 00	3,600 00
Lancaster and Manheim,	250,000 00	2,000 00	2,000 00
Lackawanna Valley,	100,000 00	.....	225 00
Lancaster and Strasburg,	125,000 00	1,400 00	1,400 00
Lancaster and Lititz Passenger,	50,000 00	1,400 00	1,400 00
Lewistown and Reedsville,	24,000 00	800 00	.....
Lancaster and Lititz Electric,	100,000 00	1,400 00	1,400 00
Lock Haven Electric,	100,000 00	102 00	82 00
Lehigh Valley Traction,	75,000 00	75,000 00	75,000 00
Lewisburg and Mifflinburg,	100,000 00	1,950 00	.....
Luzerne, Dallas and Harvey's Lake,	100,000 00	60,000 00	.....
McKeesport and Duquesne,	15,00 00	1,500 00	.....
Manayunk,	12,000 00	400 00	.....
Mansfield Valley,	35,000 00	3,500 00	350 00
Marietta and Maytown,	24,000 00	800 00	.....
Meadville,	30,000 00	3,000 00	100 00
Merion Avenue,	50,000 00	1,000 00	635 00
Media, Middletown, Aston and Chester,	30,000 00	1,725 00	215 90
Midvale,	30,000 00	3,000 00	.....

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	*Capital paid in*	*Paid for organization and construction.*
Middletown,	100,000 00	6,050 00	.....
Morrison's Cove Electric,	175,000 00	1,750 00	.....
Morrisville and Trenton	12,000 00	6,000 00	250 00
Mount Pleasant and Hammondville,	18,000 00	.....	130 00
Mount Troy and Reserve Township,	20,000 00	1,000 00	.....
Mount Jernon,	24,000 00	2,400 00	.....
Moore and Mifflin Streets.	26,006 00	1,310 00	.....
Moyamensing and Penrose Ferry Road,	75,000 00	5,250 00	.....
Montgomery Avenue and Berks Street,	21,000 00	2,100 00	.....
Monongahela City,	15,000 00	7,682 00	7,882 00
Morningside and Highland Park,..	30,000 00	3,000 00	.....
Mohnsville and Adamstown,	50,000 00	10,119 00	.....
Newberry,	18,000 00	600 00	.....
New Kensington Street,	15,000 00	1,500 00	.....
North Philadelphia,	300,000 00	.....	.....
North Scranton Transit,	9,000 00	300 00	117 50
North End,	24,000 00	2,400 00	.....
Northumberland and Allenwood, ...	108,000 00	.....	.....
Oakmont and Verona Traction, ...	7,500 00	250 00	.....
Ohio River and Chartiers Valley,...	6,000 00	240 00	.....
Oliphant and Suburban,	36,000 00	3,600 00	.....
Old York Road,	15,000 00	800 00	.....
Olyphant and Winton,	36,000 00	2,400 00	.....
Park Avenue and Carlisle Street,...	8,000 00	400 00	.....
Park Street,	24,000 00	2,400 00	.....
Parkersburg and Oxford,	100,000 00	2,800 00	.....
People's	60,000 00	2,000 00	.....
Philipsburg and Houtzdale,.....	100,000 00	2,000 00	.....
Phoenixville,	50,000 00	1,400 00	.....
Philadelphia and Ardmore	40,000 00	1,200 00	150 00
Philadelphia and Bryn Mawr, ...	50,000 00	1,400 00	1,400 00
Philadelphia, Cheltenham and Jenkintown,	60,000 00	6,000 00	.....
Philadelphia and Delaware Street,..	150,000 00	5,000 00	.....
Philadelphia Elevated.	150,000 00	1,000 00	1,000 00
Philadelphia Elevated Electric,.....	42,000 00	4,200 00	500 00
Philadelphia and Rosemont,	150,000 00	1,200 00	.....
Philadelphia and Trenton	132,000 00	132,000 00	132,000 00
Philadelphia, West Side,	250,000 00	2,000 00	.....
Pittston Moosic and Pleasant Valley,	42,000 00	1,400 00	.....
Pittston Suburban,	90,000 00	9,000 00	.....
Pittston, Jenkins and Avoca,.....	75,000 00	7,500 00	.....
Pittsburgh,	15,000 00	1,500 00	.....
Pittsburgh Beltzhoover and Knoxville,	15,000 00	300 00	.....
Pittsburgh, Crafton and Mansfield,.	500,000 00	.....	.....
Pittsburgh and Homestead,	12,000 00	6,951 40	4,451 40
Pittsburgh, Glenwood and Homestead,	20,000 00	2,000 00	.....
Pittsburgh Suburban,	60,000 00	.....	.....
Point Breeze,	72,000 00	720 00	130 00
Pottsville, Cressona and Orwigsburg,	75,000 00	3,000 00	.....
Powelton Avenue and Thirty-fourth Street,	20,000 00	200 00	200 00
Radnor, Haverford and Philadelphia,	75,000 00	1,800 00	1,339 75
Reading and Temple,	30,000 00	3,000 00	372 44
Reading and Womelsdorf,	30,000 00	1,000 00	.....
Ridge Avenue Connecting,	6,000 00	600 00	237 00
River View,	50,000 00	5,500 00	5,475 00
Royersford and Spring City,	12,000 00	400 00	.....
Schuylkill Highlands,	100,000 00	400 00	349 99
Scranton and Abington,	100,000 00	1,800 00	.....
Scranton and Pittston,	90,000 00	9,000 00	.....
Scottdale, Everson and Broadford,..	30,000 00	1,000 00	.....

LIST OF STREET RAILWAYS NOT IN OPERATION—CONTINUED.

	Capital authorized by law.	*Capital paid in*	*Paid for organization and construction.*
Scranton Rapid Transit,	60,000 00	2,000 00	.....
Selinsgrove and Sunbury,	100,000 00	1,200 00	.....
Shamokin and Bear Valley,	100,000 00	1,000 00	.....
Shamokin and Elysburg,	100,000 00	1,250 00	.....
Shamokin and Mt. Carmel Electric,	100,000 00	.....	.....
Sheridan Terrace,	12,000 00	400 00	.....
Slatington,	30,000 00	1,000 00	.....
South End,	36,000 00	3,600 00	.....
Southern Passenger,	700,000 00	5,000 00	5,000 00
South Side,	15,000 00	500 00	94 50
Spangler and Hastings,	42,000 00	1,400 00	91 25
Spring Hill,	12,000 00	450 00	.....
Suburban of Philadelphia,	225,000 00	7,500 00	.....
Suburban of West Chester,	400,000 00	13,000 00	.....
Swissvale and Wilkinsburg,	33,000 00	3,300 00	150 00
Swissvale Electric,	400,000 00	2,500 00	.....
Tarentum Traction,	50,000 00	34,600 00	50,000 00
Tamaqua and Lansford,	50,000 00	.....	1,500 00
Tamaqua and Pottsville,	120,000 00	4,000 00	80 00
Tioga and Venango Street,	4,000 00	200 00	.....
Towanda Traction,	42,000 00	1,450 00	.....
Turtle Creek Valley,	25,000 00	2,500 00	.....
Twenty-second Street and Allegheny Avenue,	500,000 00	50,000 00	216,468 38
Union,	18,000 00	600 00	600 00
Union,	3,000 00	100 00	.....
Union Line Street,	12,000 00	1,200 00	1,200 00
Verona and Oakmont Traction,	4,500 00	150 00	87 40
Walnut Street Connecting,	50,000 00	5,000 00	11,678 45
Wilkes-Barre and East Side,	5,000 00	1,000 00	.....
West Girard Avenue,	24,000 00	1,210 00	.....
Waverly, Sayre and Athens,	25,000 00	3,500 00	.....
West Side Traction,	10,000 00	1,200 00	.....
York and Dallastown,	60,000 00	1,200 00	529 04
York and Dover,	50,000 00	1,600 00	282 13
York and Manchester,	40,000 00	12,000 00	108 33
York and Wrightsville,	75,000 00	2,240 00	108 33
Total,	$17,592,500 00	$1,168,901 97	$845,233 57

DELINQUENT CORPORATIONS.

The following named companies failed to make report to the Department of Internal Affairs for the year ending June 30, 1894. The greater portion of these companies have been but recently incorporated, and are not yet in operation:

Altoona and Philipsburg Connecting Railroad Company.
Altoona Short Line Railroad Company.
Bedford and Blair County Railroad Company.
Clarion, Mahoning and Pittsburgh Railroad Company.
Coudersport and Wellsboro' Railroad Company.
Delaware Railway Company.
Delaware River and Lancaster Railroad Company.
First and Second Pool Railroad Company.
Fairchance and State Line Railroad Company.

Homestead and Streets Run Railroad Company.
Keystone Northern Railroad Company.
Lakeside Railway Company.
Mahoning Railway Company.
Marcy Railroad Company.
Monongahela River and Broughton Railroad Company.
Nanticoke and Newport Railroad Company.
Philadelphia and West Chester Railroad Company.
Pittsburgh, Beech Creek and New York Railroad Company.
Pittsburgh and Mansfield Railroad Company.
Portage Creek and Rich Valley Railroad Company.
Pottstown, Boyertown and Reading Railway Company.
Pottsville, St. Clair and Minersville Railway Company.
Shade Creek Railway Company.
Shenango Valley Railroad Company.
Shickshinney and Huntingdon Valley Railway Company.
Somerset County Railroad Company.
Stewart Railroad Company.
Susquehanna Railway Company.
Tionesta Valley and Hickory Run Railroad Company.
Ulysses and Pine Creek Railroad Company.
Warren and Farnsworth Railroad Company.
Williamsport and Clearfield Railroad Company.
Bellevue and Pittsburgh Street Railway Company.
Bloomfield Street Railway Company.
Carbondale and Dundaff Street Railway Company.
Citizens' Railway Company of Chester, Pennsylvania.
City Traction Company, of Pittsburgh, Pennsylvania.
Crystal Lake Street Railway Company.
Dillsburg, York Springs and Gettysburg Railway Company.
Dravosburg, Mendelsohn and Elizabeth Street Railway Company.
East End and Sharpsburg Electric Railway Company.
Grand View Traction Company.
Grand View Avenue Street Railway Company.
Harrisburg and West Side Electric Railway Company.
Hazlewood Avenue Street Railway Company.
Highland Park Street Railway Company.
Hill Top Traction Street Railway Company.
Hollywood and Grand View Passenger Railway Company.
Homestead and Highlands Street Railway Company.
Jeannette and Penn Electric Street Railway Company.
Juniata Valley Electric Railway Company.
Lock Haven Street Railway Company.
McKeesport and Braddock Passenger Railway Company.
Mahanoy City, Shenandoah, Girardville and Ashland Street Railway Company.

Market Street, Richmond and Frankford Electric Railway Company.

Mount Washington Street Railway Company.

North Allegheny Street Railway Company.

North Side Elevated Railroad Company.

Northumberland, Bloomsburg and Scranton Street Railway Company.

People's Street Railway Company of Chester county.

Pittsburgh Elevated Railroad Company.

Pittsburgh, Greensburg and Latrobe Electric Railway Company.

Rapid Transit Electric Railroad Company.

Reynoldsville and Rathmel Electric Street Railway Company.

Reynolton and Port Vue Traction Company.

Schuylkill Valley Electric Railway Company.

South Bethlehem and Sancon Electric Street Railway Company

Suburban Street Railway Company of Harrisburg.

Trans-Allegheny Street Railway Company.

Verner Street Railway Company.

Williams Valley Electric Railway Company.

Wissinoming, Bustleton and Somerton Railway Company.

CONSOLIDATIONS.

The folllowing have been reported as merged with other companies during the year ending June 30, 1894:

Baltimore and Lehigh Railroad Company sold and re-organized into the York Southern Railroad Company.

Clearfield Creek Railroad merged into the Clearfield and Conemaugh Railroad Company.

Clearfield and Conemaugh Railroad Company merged into the Clearfield, Conemaugh and Western Railroad Company.

Jones Lake Railroad Company merged into the Erie and Wyoming Valley Railroad Company.

Pennsylvania, Lehigh and Eastern Railroad Company sold and reorganized as the Delaware and Anthracite Railroad Company.

Pennsylvania and West Virginia Railroad Company sold and reorganized as the Bedford and Blair Railroad Company.

State Line Railroad Company merged into the Fairmount, Morgantown and Pittsburgh Railroad Company.

Turtle Creek Valley Railroad Company merged into the Pennsylvania Railroad Company.

Athens, Sayre and Waverly Electric Street Railway merged into Waverly, Sayre and Athens Street Railway Company.

Braddock and Turtle Creek Street Railway merged into Second Avenue Traction Company.

Greenfield Avenue Railway Company merged into Second Avenue Traction Company.

Hazlewood, Homestead and Braddock Passenger Railway merged into the Second Avenue Traction Company.

Lancaster City Passenger Railway merged into the Lancaster Traction Company.

Second Avenue Passenger Railway merged into the Second Avenue Traction Company.

West End Passenger Railway Company merged into the Lancaster City Street Railway Company.

ROADS ABANDONED.

The following named roads have been abandoned by decree of court, forfeiture of corporate rights, annullment of charter, etc.

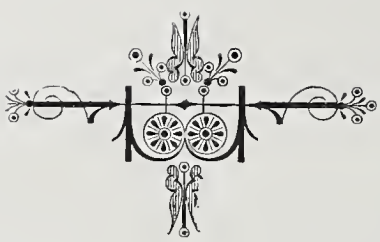
Bradford, Richburg and Cuba Railroad.
Coudersport, Galeton and Ansonia Railroad.
Edgewood Railroad.
Ferney Mountain Railroad.
Jones Lake Railroad.
Lackawanna and Montrose Railroad.
Lawrence State Line Railroad.
Lebanon and Reading Railroad.
North Eastern Elevated Railway.
Philadelphia and Lehigh Valley Railroad.
Sharon and State Line Railroad.
Bloomfield and Shady Side Street Railway.
Chartiers Valley Street Railway.
Chester and Darby Electric Railway.
Citizens' Passenger Street Railway.
Clearfield and Curwensville Passenger Railway.
Connellsville Electric Railway.
Conestoga Valley Railway.
Erie Avenue Passenger Railway.
Exchange Street Railway.
Forest City Electric Railway.
Frankstown Avenue Passenger Railway.
Lancaster and Middletown Railway.
Lancaster and New Holand Electric Railway.
Latrobe and Derry Electric Street Railway.
Mansfield and Chartiers Street Railway.

Nickel Plate Street Railway.
Philadelphia and Fox Chase Passenger Railway.
Pittsburgh and Knoxville Street Railroad Company.
Rochester and Beaver Electric Street Railway.
Rapid Transit Electric Railway Company.
Sewickly Valley Passenger Railway.
Shenandoah and Mahonoy City Electric Railway.
South Bethlehem and Saucon Electric Street Railway Company.
Tyrone Electric Street Railway.
Union Passenger Railway.

The following named reports were received at the Department too late to be either compiled or printed in the annual report:

Ontorio, Corbondale and Scranton Railroad Company.
Washington Electric Street Railway Company.
Warren and Farnsworth Railroad Company.

REPORTS OF
STEAM RAILROAD COMPANIES.



REPORTS OF STEAM RAILROADS.

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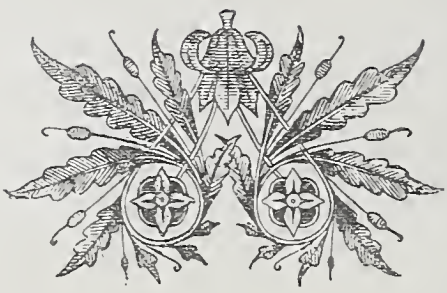


REPORTS OF COMPANIES.

ADDISON AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: July 21, 1887.

By what authority incorporated: Chapter 917, Laws of New York and the act of the State of Pennsylvania, dated March 24, 1865.

If a consolidated company, name the constituent companies: Addison and Pennsylvania Railway Company of New York. Addison and Pennsylvania Railway Company of Pennsylvania. Chartered in New York, August 19, 1892; chartered in Pennsylvania, August 19, 1892. Consolidation agreement entered into by the stockholders in both States on August 26, 1892. Recorder in both States August 28, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
T. C. Platt,	49 Broadway, N. Y.	B. H. Parkhurst,	Elkland, Pa.
Wm. Brookfield,	82 Fulton street, N. Y.	A. C. Guernee,	Eden, Me.
James E. Jones,	Yonkers, N. Y.	Theo. F. Wood,	Orange, N. J.
Frank H. Platt,	35 Wall street, N. Y.	C. S. Brice,	Lima, Ohio.
W G. Oakman,	82 Broadway, N. Y.	Frank M. Baker,	Owego, N. Y.
George R. Sheldon,	4 Wall street, N. Y.	R. W. Clinton,	Newark Valley, N. Y.
C. L. Pattison,	Elkland, Pa.		

Date of last meeting of stockholders for election of directors: January 29, 1894.

Postoffice address of general office: 49 Broadway, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	T. C. Platt,	49 Broadway, N. Y.
Vice President,	Wm. Brookfield,	82 Fulton st., N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	A. H. Howe,	49 Broadway, N. Y.
General Solicitor, Att'y or Counsel,	Frank H. Platt,	35 Wall st., N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Addison and Pennsylvania railway.	Addison, N. Y.,	Gaines, Pa.,	41	30 50
New York and Northern Pennsylvania railroad,	Gaines, Pa.,	Galeton, Pa.,	5	5
Total mileage operated,			46	35.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$1,420,196 29	Capital stock,	$766,486 07
Cash and current assets,	12,436 63	Funded debt,	378,706 22
		Current liabilities,	279,566 33
		Profit and loss,	7,874 30
Total,	$1,432,632 92	Total,	$1,432,632 92

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo & Co. $90.00 per month for 4,500 pounds, all over that amount twenty cents per hundred pounds.

Mail contract, $3,248.88 per annum.

Western Union Telegraph Company own lines and furnish repairs. This company operate and have free use of line for company business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	2
Trestles:		
Number,	48	43
Aggregate length (feet),	4,093	3,388
Telegraph:		
Miles of line operated by this company,	50	39.50
Miles of wire operated by this company,	54	43.50

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a part, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States.

ALLEGHENY AND KINZUA RAILROAD COMPANY.

Date of organization: February 26, 1890.

By what authority incorporated: The general laws, State of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Allegheny and Kinzua Railroad Company of the State of New York, chartered December 8, 1887; Allegheny and Kinzua Railroad Company of the State of Pennsylvania, chartered December 15, 1887, and the Bradford and Corydon Railroad Company of the State of Pennsylvania, chartered May 5, 1886. Consolidated February 26, 1890.

Operated by Allen D. Scott as receiver of the Allegheny and Kinzua Railroad Company, is operating the road. Mr. Bulis the former president is away from his home at Olean, and the receiver makes this report according to the best knowledge he has.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. S. Bullis,	Olean, N. Y.,	February 14, 1895.
M. W. Barse,	Buffalo, N. Y.,	do.
C. S. Clarke,	Olean, N. Y.,	do.
F. L. Stowell,	Olean, N. Y.,	do.
E. V. Dunlevie,	Olean, N. Y.,	do.
C. G. Freck,	Olean, N. Y.,	do.
W. L. Frazer,	Olean, N. Y.,	do.
J. C. French,	Olean, N. Y.,	do.
G. C. Farnsworth,	Buffalo, N. Y.,	do.
G. C. Palmer,	Olean, N. Y.,	do.
C. D. Williams,	Ridgway, Pa.,	do.
W. I. Bartholomew,	Morrison, Pa.,	do.
J. R. Droney,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: February 13, 1894.

Postoffice address of general office: Olean, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. S. Bullis,	Olean, N. Y.
Vice President,	M. W. Barse,	Buffalo, N. Y.
Secretary,	J. E. Rooney,	Buffalo, N. Y.
Treasurer,	J. E. Rooney,	Buffalo, N. Y.
Auditor,	F. L. Stowell,	Olean, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Allegheny and Kinzua,	Bradford, Pa.,	Red House, N. Y.,	25	13
	Gilbert, Pa.,	Coffee Run, Pa.,	12	12
	Gilbert, Pa.,	Zeeliff, N. Y.,	6	2

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets.	$4,032 85	Current liabilities.	$2,024 85
		Profit and loss.	2,008 00
Total.	$4.032 85	Total.	$4.032 85

ALLEGHENY VALLEY RAILROD COMPANY.

Date of organization: February 12, 1852. Reorganized March 1, 1892.
If a consolidated company, name the constituent companies. Not a consolidated company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes, ...	Philadelphia, ...	April 1, 1895.
Geo. B. Roberts, ...	Philadelphia, ...	do.
Jno. P. Green.	Philadelphia, ...	do.
Henry D. Welsh, ...	Philadelphia, ...	do.
P. A. B. Widener.	Philadelphia, ...	do.
Samuel Rea, ...	Philadelphia.	do.
Jno. B. Jackson, ...	Pittsburg, ...	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	W. H. Barnes.	Philadelphia.
Secretary, ...	Stephen W. White, ...	Philadelphia.
Treasurer, ...	Thos. R. Robinson, ...	Pittsburg.
Chief Engineer, ...	Frank M. Ashmead, ...	Pittsburg.
General Solicitor, Att'y or Counsel, . .	Scott & Gordon, ...	Pittsburg.
Auditor, ...	Theo. F. Brown, ...	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line.				
River Division, ...	Pittsburg, ...	Oil City, ...	132.50	132.50
Low Grade Division, ...	Red Bank, ...	Driftwood, ...	109.70	109.70
Branch Line.				
Sligo Branch, ...	Lawsonham, ...	Sligo.	10.20	10.20
Plum Creek Branch.	Verona, ...	Coal Works, ...	7.90	7.90
Total mileage operated, ...	. . . . .	. . . . .	260.30	260.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$41,184,817 83	Capital stock,	$26,434,376 40
Cost of equipment,	1,702,239 84	Funded debt,	16,890 907 29
Stocks of other companies owned,	23,591 66	Current liabilities,	636,751 90
Cash and current assets,	341,066 14	Accrued interest on funded debt not yet payable,	686,751 09
Other assets:			
Sundries, $179,149 50			
Materials and supplies, 187,786 50			
	366,936 00		
Profit and loss,	586,489 12		
Total,	$44,205,140 59	Total,	$44,205,140 59

IMPORTANT CHANGES DURING THE YEAR.

Two hundred and thirty-six thousand eight hundred and fifty dollars of preferred stock was issued. Fifteen thousand and fifty dollars for the conversion of preferred stock scrip, and 221,800 for coupons of the first mortgage low grade division bonds paid and held by the Pennsylvania Railroad Company, for which the income of the Allegheny Valley Railroad Company was inadequate to meet; and for which under the terms of the reorganization, the Pennsylvania Railroad Company is to accept preferred stock at par.

One hundred thousand dollars of second mortgage bonds of low grade division were paid off and cancelled, and also $2,000 of the first mortgage low grade division bonds.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pays forty per cent. of their gross receipts.

United States Postoffice Department pays a regular specified amount quarterly, subject to change from time to time according to weight of mails.

Pullman Palace Car Company run sleeping and parlor cars, keeping up all repairs and charging extra for seats and berths.

No special arrangement with freight or transportation companies.

No special arrangement other than through billing of freight and ticketing of passengers, and monthly settlements.

Western Union Telegraph Company pays a stated amount per mile and fifty per cent. of net receipts of local stations.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	51	51
Number iron,	58	58
Number wooden,	87	87
Trestles:		
Number,	20	20
Aggregate length (feet),	1,780	1,780
Tunnels:		
Number,	5	5
Maximum length (feet),	1,936	1,936
Minimum length (feet),	41	41
Aggregate length of all tunnels (feet),	4,319	4,319
Telegraph:		
Miles of line owned by this company,	242	242
Miles of wire owned by this company,	403	403
Miles of line operated by this company,	242	242
Miles of wire operated by this company,	403	403
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? No sinking fund provided for. When bonds prior to general mortgage bonds fall due they will be taken up by issue of general mortgage bonds as provided for by terms of reorganization.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Stations at Pittsburgh, West Penn Junction and Driftwood, belonging to Pennsylvania Railroad Company, and station at Oil City, belonging to the Western New York and Pennsylvania railroad.

Name all the associations to which this road is a part, whose object is the regulation or control of passenger or freight traffic; Central Traffic Association.

ALLENTOWN RAILROAD COMPANY.

Date of organization: April 19, 1853.
By what authority incorporated: Pennsylvania Act of April 19, 1853, and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theo. Voorhees	Philadelphia,	Second Monday in January, 1895.
D. Jones,	Philadelphia.	do.
A. J. Antelo,	Philadelphia.	do.
Jas. Boyd,	Norristown, Pa.	do.
C. G. Hancock,	Philadelphia,	do.
W. G. Brown,	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Reading Terminal, Philadelphia.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Railroad Company.	Topton, Pa.,	Kutztown, Pa.	Philadelphia and Reading railroad.	4.50	4.50

Operated by the Philadelphia and Reading Railroad Company.

Said company pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,085,747 94	Capital stock,	$1,268,884 47
Cash and currents assets,	23,202 42	Current liabilities,	12,745 37
Profit and loss,	172,679 48		
Total,	$1,281,629 84	Total,	$1,281,629 84

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	4.4	4.4
Miles of wires operated by Philadelphia, Reading and Pottsville Telegraph Company,	8.8	8.8
Gauge of track,		4 ft. 8 1-2 in.

ALLENTOWN TERMINAL RAILROAD COMPANY.

Date of organization: August 17, 1888.

By what authority incorporated: State of Pennsylvania. Under Act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Rogers Maxwell,	New York,	January 14, 1895.
Geo. F. Baker,	New York,	do.
E. B. Adams,	New York.	do.
F. R. Cope,	Philadelphia.	do.
Edward Lewis,	Philadelphia,	do.
Thos. McKean,	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York, Central Railroad Company of New Jersey; Philadelphia and Reading Terminal; Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Secretary and treasurer,	S. Shepherd.	do.
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Allentown Terminal railroad.	Scherber's Mill.	Connection with Lehigh and Susquehanna railroad.	Central Railroad Company of New Jersey and Philadelphia and Reading Railroad Company.	3.391	3.391

The Allentown Terminal railroad is leased to the Lehigh Coal and Navigation Company and the Philadelphia and Reading Railroad Company, July 10, 1889, for the term of 999 years at an annual rent of $40,500. The Lehigh Coal and Navigation Company assigned the lease under same date to the Central Railroad Company of New Jersey, which company operates the road jointly with the Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$981,221 93	Capital stock,	$450.000 00
Cash and currents assets,	10,761 60	Funded debt,	450.000 00
Profit and loss,	22 47	Current liabilities,	83,006 00
		Accrued interest on funded debt not yet payable.	9,000 00
Total,	$992,006 00	Total,	$992.006 00

ALTOONA, CLEARFIELD AND NORTHERN RAILROAD COMPANY.

Date or organization: May 27, 1890.

By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania, by Act of Assembly, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,' " approved the eighth day of June, on thousand eight hundred and seventy-five.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. G. Patterson,	Altoona, Blair county, Pa.,	Second Monday of January.
M. S. Gwin,	do. do.	do. do.
W. W. Yon,	do. do.	do. do.
T. H. Greevy,	do. do.	do. do.
Frank Brandt	do. do.	do. do.
H. A. Gardner,	do. do.	do. do.
John Ebert,	do. do.	do. do.
J. K. Patterson,	do. do.	do. do.
H. J. Davis,	do. do.	do. do.

Date of last meeting of stockholders for election of directors: February 23, 1893.
Postoffice address of general office: Altoona, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. G. Patterson,	Altoona, Pa.
Secretary,	H. J. Davis,	do.
Treasurer,	H. L. Clabaugh,	do.
General Solicitor, Att'y or Counsel,	T. H. Greevy,	do.
General Manager,	F. G. Patterson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Altoona, Clearfield and Northern railroad.	Juniata,	Dougherty,	13	13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$81,296 80	Capital stock,	$44,050 00
Cost of equipment,	19 802 52	Funded debt,	34,479 14
Bonds of other companies owned,	100 00	Current liabilities,	62,416 00
Lands owned,	11,500 00	Profit and loss,	547 55
Cash and currrent assets,	5 00		
Other assets:			
Sinking fund,	28,788 37		
Total,	$141,492 69	Total,	$141,492 69

IMPORTANT CHANGES DURING THE YEAR.

The road was placed in the hands of receivers to be operated by them until disposition was made of a certain issue of six hundred shares of the capital stock which is now being contested in the Supreme Court of this State. Receivers were appointed on the 4th day of December, 1893.

CONTRACTS, AGREEMENTS, ETC.

Contract with Wopsononock Resort Improvement Company to pay to said company ten per cent. of the cash fares received from passengers to and from Wopsononock, during months of June, July, August and September, of 1893, '94 and '95.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length (feet),	400	
Gauge of track,		3 ft.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Ground rental for station at Juniata. Pennsylvania Railroad Company.

ARNOT AND PINE CREEK RAILROAD COMPANY.

Date of organization: January 12, 1881.

By what authority incorporated: Under the general laws of the State of Pennsylvania, passed April 4, 1868.

Operated by the Tioga Railroad Company to whom it was leased for 97 years from July 1, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Hines,	Scranton, Pa.,	Second Tuesday in July, 1894.
M. F. Elliott,	Wellsboro, Pa.,	do. do.
A. E. Botchford,	Blossburg, Pa.,	do. do.
J. Lowber Welsh,	Philadelphia, Pa.,	do. do.
E. B. Thomas,	New York city,	do. do.
A. R. Macdonough,	New York city,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in July, 1893.

Postoffice address of general office: 21 Cortland street, New York city.

Postoffice address of operating company: Postoffice Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh.	Philadelphia, Pa.
Secretary.	A. R. Macdonough,	P. O. Box 839, New York city.
Treasurer,	Edward White,	

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Tioga Railroad Company, March 16, 1883, for the period of ninety-seven years from July 1, 1882, at a rental of $12,750 per annum in semi-annual payments on the first days of January and July to be paid direct to the stockholders at the rate of five dollars per annum on each share.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$258,350 74	Capital stock,	$255,000 00
		Advances, Tioga railroad,	3,350 74
Total,	$258,350 74	Total,	$258,350 74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4
Trestles:		
Number,	5	5
Aggregate length (feet),	320	320
Telegraph:		
Miles of line owned by this company,	11.83	11.83
Miles of wire owned by this company,	11.83	11.83

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the partles to whom such property belongs: The informat' re- quired on this page is emvodied in the report of the operating company-the Tioga Railroad Company.

BALD EAGLE VALLEY RAILROAD COMPANY.

Date of organization: March 25, 1861.

By what authority incorporated: Special Act, March 25, 1861.

If a consolldated company, name the constituent companies: The Bellefonte and Snow Shoe Railroad Company, and the Moshannon Railroad Company were consolldated with the Bald Eagle Valley Railroad Company, March 22, 1881, and the Bellefonte, Nittany and Lemont Rail- road Company, August 1, 1889.

The Bellefonte and Snow Shoe Railroad Company was incorporated as the Allegheny and Bald Eagle Railroad Coal and Iron Company, June 12, 1839. Name changed March 24, 1859.

The Moshannon Railroad Company was incorporated April 11, 1863 (supplement April 14, 1864.)

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Curtin,	Bellefonte, Penna.,	April 9, 1895.
C. A. Mayer,	Lock Haven, Penna.,	do.
Oliver R. Reighard,	Williamsport, Pa.,	do.
J. Henry Cochran,	Williamsport, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. B. Roberts,	Philadelphia, Pa.,	do.
W. H. Barnes,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
Samuel Rea,	Philadelphia, Pa.,	do.
W. D. Elkins,	Philadelphia, Pa.,	do.
Geo. M. Conarroe,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 10, 1894.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	John C. Wilson,	Philadelphia, Pa.
Conveyancer,	Geo. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of lines.	Miles of line in Pennsylvania.
	From—	To—			
Bald Eagle Valley Railroad.	Vail,	Lock Haven,	Pennsylvania Railroad Company.	51.20	51 20
Branches,				38.88	38.88
Total mileage,				90.08	90.08

Lease to the Pennsylvania Railroad Company, dated December 7th, 1864, for ninety-nine years from July 1, 1864. Rental 40 per cent. of gross earnings.
The Nittany Branch is operated by the Pennsylvania Railroad Company for cost.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,896,376 35	Capital stock,	$1,535,000 00
Stocks of other companies owned,	25,000 00	Funded debt,	344,000 00
Other permanent investments,	128,750 00	Current liabilities,	36 05
Cash and current assets,	413,661 35	Sinking fund,	56,000 00
		Profit and loss,	528,751 65
Total,	$2,463,787 70	Total,	$2,463,787 70

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	44	44
Number wooden,	11	11
Trestles:		
Number,	7	7
Aggregate length (feet),	1,458	1,458
Telegraph:		
Miles of line owned by this company,	80.75	80.75
Miles of wire owned by this company,	80.75	80.75
Miles of line operated by Pennsylvania Railroad Company,	80.75	80.75
Miles of wire operated by Pennsylvania Railroad Company,	80.75	80.75

Gauge of track, 4 ft. 8 1-2 inches and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? Sinking fund $4,000.00 per annum.

BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: 1878.
By what authority incorporated: Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
I. N. Snively,	Waynesboro', Pa.	Alex. Armstrong,	Hagerstown, Md.
Joseph Price,	Waynesboro', Pa.	J. M. Hood,	Baltimore, Md.
J. J. Miller,	Waynesboro', Pa.	William A. Boyd,	Baltimore, Md.
Daniel Hoover,	Waynesboro', Pa.		

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Waynesboro, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	I. N. Snively,	Waynesboro', Pa.
Secretary,	J. J. Miller,	Waynesboro', Pa.
Treasurer,	Daniel Hoover,	Waynesboro', Pa.
General ticket agent and ticket auditor,	J. D. Whittington,	Baltimore, Md.
General Manager,	I. M. Hood,	Baltimore, Md.
Freight Auditor,	J. H. Price,	Baltimore, Md.
General Auditor,	Henry G. Wood,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Company.	State Line. Md.	Waynesboro'. Pa.	Western Maryland Railroad Company.	4.55	4.55
Total mileage. . . .	. . . . .	. . . . .	. . . . .	4.55	4.55

Leased to the Western Maryland Railroad Company, for a period of fifty years (6 per cent. interest on $72,800.00 first mortgage bonds), computing from the first day of July, A. D. 1879, fully to complete and ended, the Western Maryland Railroad Company paying to the company for the same an annual rental of $4,268.00, and that payable in equal semi-annual installments of $2,134.00, each on the first days of January and July, in each year, computing from the first day of July, 1880, over and above all offsets and discounts for taxes and assessments.

Western Maryland Railroad Company has the right to purchase at expiration of lease, or renew lease for a like term of fifty years, to commence from the expiration of this lease and containing the same terms, covenants and provisions as those contained in this lease, save that if the rate of interest upon the new first mortgage bonds, which may be issued in lieu of or for sale, in order to retire the first mortgage bonds first mentioned, shall be less than 6 per cent., then the rent to be reserved shall be reduced to an amount equal to the annual interest to be paid on said bonds, and the said new lease shall especially contain like covenants for the privilege of purchase, or the obtaining of a new lease.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	1	1
Number wooden.	4	4
Trestles:		
Aggregate length (feet).	4	4
Number.	1,501	1,501
Gauge of track.	4 ft. 8 1-2 in.	

BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Date of organization: 1880.
By what authority incorporated: State of Pennsylvania.
Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
D. J. Foley,	Baltimore, Md.,	January 11, 1895.
J. M. Hood,	Baltimore, Md.,	do.
J. W. McPherson,	Shippensburg, Pa.,	do.
Geo. B. Cole,	Shippensburg, Pa.,	do.
Jno. P. Culbertson,	Chambersburg, Pa.,	do.
W. F. Eyster,	Chambersburg, Pa.,	do.
J. W. Humbird,	Cumberland, Md.,	do.
C. W. Humrichouse,	Williamsport, Md.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1894.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills,	Gettysburg, Pa.
Secretary,	T. M. Mahon,	Chambersburg, Pa.
Treasurer,	D. J. Foley,	Baltimore, Md.
General Ticket Agent and Ticket Auditor.	J. D. Whittington,	Baltimore, Md.
General Manager,	J. M Hood,	Baltimore, Md.
Freight auditor,	J. H. Price,	Baltimore, Md.
General auditor,	H. G. Wood,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Cumberland Valley Railroad Extension Company.	Waynesboro', Pa.	Shippensburg, Pa.	Western Maryland Railroad Company.	.....	26.52
Total mileage,	.....	.....	.....	.....	26.52

Leased to the Western Maryland Railroad Company, for a period of fifty years, for 7 per cent. interest on $270,000.00 stock, and 6 per cent. interest on $230,000.00 first mortgage bonds.
Date of lease, July 1, 1881.
Expiration of lease: July 1, 1931, with privilege of renewal for like period or periods.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	4	4
Number wooden,	10	10
Trestles:		
Number,	12	12
Aggregate length (feet),	3,267	3,267

Gauge of track, ... 4 ft. 8 1-2 in.

2-9-94.

BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Date of organization: Created by merger, September 20, 1886.

By what authority incorporated: General Railroad Laws of Pennsylvania, acts of 1849 and 1868. General Railroad Laws of Maryland, Acts of Association, 1876, Chapter 242.

If a consolidated company, name the constituent companies: Hanover Junction, Hanover and Gettysburg Railroad Company, Baltimore and Hanover Railroad Company and Bachman Valley Railroad of Pennsylvania.

Operated by Western Maryland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Hood,	Baltimore, Md.,	January 10, 1895.
W. S. Rayner,	Baltimore, Md.,	do.
C. W. Slagle,	Baltimore, Md.,	do.
David Wills,	Gettysburg, Pa.,	do.
Reuben Young,	Hanover, Pa.,	do.
W. H. Vickery,	Baltimore, Md.,	do.
L. P. Brockley,	Hanover, Pa.,	do.
R. M. Wirt,	Hanover, Pa.,	do.
Jerome L. Boyer,	Reading, Pa.,	do.
H. E. Young,	Hanover, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1894.

Postoffice address of general office: Hanover, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	R. M. Wirt,	Hanover, Pa.
Treasurer,	Geo. H. Baer,	Baltimore, Md.
Chief Engineer,	J. M. Hood,	Baltimore. Md
Gen'l. Solicitor, Attorney or Counsel,	David Wills,	Gettysburg, Pa.
General Auditor,	Henry G. Wood,	Baltimore, Md.
General Manager.	J. M. Hood,	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Baltimore and Harrisburg Railway (owned),	Emory Grove, Md.,	Gettysburg, Pa.,	51.2
Baltimore and Harrisburg Railway (owned),	Valley Junction, Pa.,	Hanover, Junct., Pa.,	6.2
Baltimore and Harrisburg Railway (owned),	Intersection,	State Line,	1.3
Baltimore and Harrisburg Railway (owned),	Gettysburg, Pa.,	Orrtanna, Pa.,	7.5
Baltimore and Harrisburg Railway, Western Extension (leased),	Orrtanna,	Highfield, Md.,	15
Baltimore and Harrisburg Railway, Eastern Extension (leased),	Porten,	York, Pa.,	15.7

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,400,051 92	Capital stock,	$720,000 00
Bonds of other companies owned,	14,500 00	Funded debt,	690,000 00
Stocks of other companies owned,	25,300 00	Sundry bonds and notes owned,	58,314 05
Baltimore and Harrisburg Railway first mortgage bonds on hand,	11,000 00	Profit and loss,	55,894 73
Cash and current assets,	54,842 81		
Sundries,	18,514 05		
Total,	$1,524,208 78	Total,	$1,524,208 78

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of gross receipts.

United States Government for carrying mails.

Traffic arrangements for interchange of freight with Philadelphia and Reading Railroad, Baltimore and Ohio Railroad and Pennsylvania Railroad upon agreed per cents.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	9	8
Number iron,	2	2
Number wooden,	52	34
Trestles:		
Number,	1	1
Aggregate length,	25	25

Gauge of track, ... 4 ft. 8 1-2 in.

BALTIMORE AND HARRISBURG RAILWAY COMPANY (WESTERN EXTENSION).

Date of organization: April 30, 1888.

By what authority incorporated: By the Commonwealth of Pennsylvania.

Operated by Western Maryland Railroad Company (Baltimore and Harrisburg Division).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. F. Benchoff,	Blue Ridge Summit, Pa.,	January 9, 1895.
J. Emory Bair,	Gettysburg, Pa.,	do.
Andrew Marshall,	Fairfield, Pa.,	do.
Jno. A. Livers,	Gettysburg, Pa.,	do.
Chas. H. Buehler,	Gettysburg, Pa.,	do.
J. Harvey McKnight,	Gettysburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.

Postoffice address of general office: Gettysburg, Pa.

Postoffice address of operating company: Hanover, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	David Wills,	Gettysburg, Pa.
Secretary,	W. P. Quimby.	Gettysburg, Pa.
Treasurer,	Geo. H. Baer,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Baltimore and Harrisburg Railway Company (Western Extension).	Orrtanna, Pa.	Higbfield, Md.	Baltimore and Harrisburg Railway Company.	15	15

Leased to Western Maryland Railroad Company, for fifty years, beginning from the first day of June, 1889.

Annual rental, $12,000.00; 5 per cent. interest on $240,000.00 bonds. Interest payable May and November.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length,	349	349
Tunnels:		
Number,	1	1
Maximum length,	533	533
Minimum length,	533	533
Aggregate length of all tunnels,	533	533
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	15	15
Miles of wire operated by Western Union Telegraph Company,	15	15

Gauge of track, ... 4 ft. 8 1-2 in.

BALTIMORE AND LEHIGH RAILROAD COMPANY.

Date of organization: December 2, 1888.

If a consolidated company, name the constituent companies: Maryland Central Railway Company, organized December 2d, 1888, Laws of State of Maryland, 1886, Chapter 134. York and Peach Bottom Railway Company, organized March 1st, 1892, Act of Assembly of Pennsylvania, dated April 8th, 1861, Pamphlet Laws, pages 259 and 260. Consolidated as to Maryland Central Railway Company, under the laws of Maryland, 1886, Chapter 134, also laws 1889, Chapter 553. Consolidated as to York and Peach Bottom Railway Company, under Act of Assembly of Pennsylvania, approved March 24th, 1865, Pamphlet Laws, pages 49, 50 and 51. Agreement of Boards of Directors, April 21st, 1891. Confirmed by stockholders, May 5th, 1891. Certified by Secretaries of Commonwealth of Pennsylvania and State of Maryland, May 6th, 1891.

DIRECTORS.

Receivers in Pennsylvania appointed by the Circuit court of York county, Pa., May 18, 1893.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver in Pennsylvania,	Winfield J. Taylor,	Baltimore, Md.
Auditor,	Jno. K. Shuire,	Baltimore, Md.
General Manager,	S. M. Manifold,	York, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	York, Pa.,	Peach Bottom, Pa.,	40.00	40.00
			1.10	1.10
Total mileage,			41.10	41.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,000 00	Current liabilities,	$10,096 01
Cash and current assets,	12,979 96	Profit and loss,	4,883 95
Total.	$14,979 96	Total,	$14,979 96

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of earnings.

United States Postoffice Department, usual allowance for transportation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line owned by this company,	36	36
Miles of wire owned by this company,	36	36
Miles of line operated by this company,	36	36
Miles of wire operated by this company,	36	36

BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: February 17, 1883.

By what authority incorporated: Baltimore and Philadelphia Railway Company was organized under Letters Patent from State of Pennsylvania, January 31, 1883, under Laws of Pennsylvania, dated April 4, 1868 (supplemented June 8, 1874).

If a consolidated company, name the constituent companies: Delaware and Western Railroad Company and Baltimore and Philadelphia Railway Company, consolidated February 17, 1883. The Wilmington and the Western Railroad Company wos reorganized under Laws of State of Delaware, February 9, 1867. Amendments March 19, 1864, March 24, 1871, January 30, 1873, March 3, 1873; Laws of Pennsylvania, April 17, 1869. Amendments, March 9, 1872, March 26, 1872, April 13, 1870. This road was sold under a decree of the United States Circuit Court for Delaware made on March 7, 1877, and the purchasers organized under the title of Delaware Western Railroad Company. Laws of Pennsylvania, March 24, 1865; Laws of Delaware, February 22, 1877.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas M. King,	Philadelphia, Pa.,	December 12, 1894.
J. B. Washington,	Pittsburgh, Pa.,	do.
Wm. M. Canby,	Wilmington, Del.,	do.
Richard L. Ashhurst,	Philadelphia, Pa.,	do.
Wm. Canby,	Wilmington, Del.,	do.
Henry A. DuPont,	Wilmington, Del.,	do.
J. Vansant Smith,	Philadelphia, Pa.,	do.
Theodore Frothingham,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: December 12, 1893.

Postoffice address of general office: Wilmington, Del.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas M. King,	Pittsburgh, Pa.
Vice President,	J. B. Washington,	Pittsburgh, Pa.
Secretary,	J. C. Farra,	Wilmington, Del.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.
General Manager,	R. B. Campbell,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Baltimore and Philadelphia Railroad Company.	Maryland and Delaware State Line.	P. and R. Junction, Philadelphia, Pa.	Baltimore and Ohio Railroad Company.	36.80	15.70
Landenburg branch. . . .	West Junction Del.	Landenburg, Pa.	Baltimore and Ohio Railroad Company.	14.30	2.80
Market branch, ...	W. and N. Junction, Del.	Market street station, Wilmington, Del.	Baltimore and Ohio Railroad Company,	3.00	
South Side extension, . . .	West Yard, Junction, Wilmington, Del.	Wilmington, Del.	Baltimore and Ohio Railroad Company.	2.80	
Crum Creek branch, . . .	Avondale, Pa.	Leiper and Lewis, Quarry, Pa.	Baltimore and Ohio Railroad Company.	2.40	2.40
Total mileage, . . .	. . . . .	. . . . .	. . . . .	59.30	20.40

Operated by the Baltimore and Ohio Railroad Company, who handle the receipts and after deducting expenses, apply the net earnings to the payment of interest on bonds, and any balance arising is to be paid to the stockholders.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$9,840,000 00	Capital stock, ...	$4,995,850 00
Cost of equipment, ...	20,955 83	Delaware and Western stock to be retired.	3,150 00
Profit and loss, ...	2,359,899 53	Funded debt, ...	4,840,000 00
		Current liabilities, ...	2,380,843 36
Total.	$12,220,853 36	Total, ...	$12,220,853 36

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	17	9
Number iron, ...	68	20
Number wooden, ...	41	9
Trestles:		
Number, ...	19	3
Aggregate length (feet), ...	3,498	295
Tunnels:		
Number, ...	1	1
Aggregate length of all tunnels.	627	627

Gauge of track, ... 4 ft. 8 3-4 in

BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: May 19, 1879.

By what authority incorporated: Under General Railway Laws of Pennsylvania, 1868, and its various supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John L. Blair,	Blairstown, N. J.,	Second Tuesday in May,	1885.
C. Miller,	Bangor, Pa.,	do.	do.
D. C. Blair,	Belvedere, N. J.,	do.	do.
G. W. Mackey,	Bangor, Pa.,	do.	do.
J. E. Long,	Bangor, Pa.,	do.	do.
J. L. Miller,	Portland, Pa.,	do.	do.
William Bray,	East Bangor,	do.	do.
C. Ledyard Blair,	Belvedere, N. J.,	do.	do.
Dr. W. H. Vail,	Blairstown, N. J.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday in May, 1894.

Postoffice address of general office: Bangor, Pa.

Postoffice address of operating company: Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. Miller,	Bangor, Pa.
Vice President,	D. C. Blair,	Belvedere, N. J.
Secretary,	G. W. Mackey,	Bangor, Pa.
Treasurer,	J. I. Miller,	Portland, Pa.
General Solicitor, Attorney or Counsel,	G. W. Mackey,	Bangor, Pa.
Auditor,	Wm. M. Bennett,	Bangor, Pa.
General Manager,	C. Miller,	Bangor, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bangor and Portland,	Portland, Pa.,	Nazareth, Pa.,	29.97	
	Nazareth Junction, Pa.	Martin's Creek,	4.54	32.51
Eastern and Northern,	Belfast, Pa.,	Easton, Pa.,	8	8
Total mileage operated,			40.51	40.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ... $409,592 37		Capital stock, ... $121,100 00	
Cost of equipment, . . . 109,475 00		Funded debt, ... 320,000 00	
	$519,067 37		$441,100 00
Cash and current assets, ...	346 76	Profit and loss, ...	78,314 13
Total, ...	$519,414 13	Total, ...	$519,414 13

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company. We receive one-third of earnings over Delaware, Lackawanna and Western Railroad and branches, and Bangor and Portland Railway.

Contract with Adams Express Company, for operating over the Easton and Northern Railroad, similar to the one with the United States Express Company.

Contract with the United States Government for carrying of mails over Bangor and Portland Railway and Easton and Northern Railroad. We receive about two hundred dollars per month.

Contract with the Delaware, Lackawanna and Western Railroad, Pennsylvania Railroad, Pennsylvania, Poughkeepsie and Boston, and Central Railroad of New Jersey. We receive an arbitrary on freight to and from points not on the above named railroads, and a pro rata on local business.

Contract with the Pennsylvania Telephone Company for use of all 'phones on the Bangor and Portland and Easton and Northern Railroads.

Trackage agreement with Easton and Northern Railroad Company. We to pay them thirty per cent. (30) of gross earnings from freight and passenger traffic for use of tracks and stations between Belfast and Easton, Pa. We to keep tracks in repair and pay all employes.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	6	6
Number wooden, ...	15	15
Trestles:		
Number, ...	1	1
Aggregate length, ...	400	400

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Easton and Northern Railroad Company.

Name all the associations to which this road is a part, whose object is the regulation or control of the passengers or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Empire Line, Great Southern Despatch, Great Eastern Line, Lackawanna Line, etc.

BARCLAY RAILROAD COMPANY.

Date of organization: June, 1862.

By what authority incorporated: Pennsylvania act concerning railroads, approved April 8, 1861, and supplements thereto.

If a consolidated company, name the constituent companies: By an act of court the name of road was changed from The Barclay Coal Company to the Barclay Railroad Company, September 24, 1891.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Harry C. Davis,	204 Walnut Place, Philadelphia,	February, 1895.
Andrew Wheeler,	204 Walnut Place, Philadelphia,	do.
John L. Wilson,	204 Walnut Place, Philadelphia,	do.
Lawrence Johnson,	204 Walnut Place, Philadelphia,	do.
Clarence R. Claghorn,	204 Walnut Place, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 12, 1894.
Postoffice address of general office: 204 Walnut Place, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C. Davis,	Philadelphia, Pa.
Treasurer and Assistant Secretary,	Edward D. Ackley,	do.
Chief Engineer,	Clarence R. Claghorn,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Barclay Railroad Company,	Towanda,	Foot of Plane,	14.02	14.02

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$450,000 00	Capital stock,	$1,000,000 00
Cost of equipment,	33,291 79	Funded debt,	76,000 00
Bonds owned,	6,000 00	Current liabilities,	6,000 00
Other permanent investments,	239,421 57	Profit and loss,	58,858 00
Lands owned,	373,000 00		
Cash and current assets,	59,144 64		
Total,	$1,140,858 00	Total,	$1,140,858 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4

Gauge of track, ... 4 ft. 8 1-2 in.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lehigh Valley Railroad.

BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
By what authority incorporated: Act of April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. Murdock	Johnstown, Pa.	December 1, 1894.
E. B. McColly,	Ligonier, Pa.,	do.
J. C. Duncan,	Johnstown, Pa.,	do.
W. F. Murdock	Johnstown, Pa.,	do.
S. E. Gill	Pittsburgh, Pa.,	do.
Josiah Woy	Somerset, Pa.,	do.

Date of last meeting of stockholders for election of directors: September 1, 1892.
Postoffice address of general office: Johnstown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. Murdock,	Johnstown, Pa.
Secretary	W. F. Murdock.	Johnstown, Pa.
Gen'l Solicitor, Attorney or Counsel.	Coffroth & Ruppel,	Somerset, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bare Rock Railroad Company,	Milford station,	Bare Rock,	2.5	2.5
Total mileage,			2.5	2.5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$25,201 80	Capital stock,	$20,000 00
Sundries,	500 00	Current liabilities,	5,610 37
		Profit and loss,	91 43
Total,	$25,701 80	Total,	$25,701 80

Gauge of track, ... 4 ft. 8 1-2 in.

BEAVER AND ELLWOOD RAILROAD COMPANY.

Date of organization: May 20, 1890.
By what authority incorporated: Pennsylvania, act of April 4, 1868 and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. W. Hartman,	Ellwood City, Pa.,	January 8, 1895.
Merritt Greene,	Edgeworth, Pa.,	do.
John Sherwin,	Ellwood City, Pa.,	do.
C. H. McKee,	Pittsburgh, Pa.,	do.
Samuel A. Roelofs,	Ellwood City, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: Ellwood City Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary, Treasurer,	Samuel A. Roelofs,	Ellwood City, Pa.
Chief Engineer,	Edward Wolford,	Ellwood City, Pa.
Gen'l Solicitor, Attorney or Counsel,	Chas H. McKee,	Pittsburgh, Pa.
Auditor,	H. H. Roelofs,	Ellwood City, Pa.
General Manager,	Merritt Greene,	Edgeworth, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Beaver and Ellwood Railroad,	Ellwood Junction,	Ellwood City,	3	3
Total mileage,			3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$133,056 76	Capital stock,	$50,000 00
Cost of equipment,	17,324 55	Funded debt,	50,000 00
Cash and current assets,	3,017 77	Current liabilities,	60,542 14
Sundries,	218 70		
Profit and loss,	6,924 36		
Total,	$160,542 14	Total,	$160,542 14

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Trestles:		
Number,	2	2
Aggregete length (feet)	100	100

Gauge of track, ... 4 ft. 8 1-2 in.

BEECH CREEK RAILROAD COMPANY.

Date of organization: June 29, 1886.

By what authority incorporated: Two Acts of General Assembly of Pennsylvania, passed May 25, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York, N. Y.,	May 3, 1895.
William K. Vanderbilt,	New York, N. Y.,	do.
George J. Magee,	Watkins, N. Y.,	do.
George F. Baer,	Reading, Penn.,	do.
William W. Betts,	Clearfield, Penn.,	do.
James Kerr,	Clearfield, Penn.,	do.
Marlin E. Olmstead, President and ex-officio Director,	Harrisburg, Penn.,	do.

Date of last meeting of stockholders for election of directors: May 4, 1894.

Postoffice address of general office: 5 North Third street, Harrisburg, Penna.

Postoffice address of operating company: New York Central Hudson River Railroad Company, Grand Central Station, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Marlin E. Olmstead,	Harrisburg, Penna.
Vice President,	Cornelius Vanderbilt,	New York, N. Y.
Secretary,	Allyn Cox,	New York, N. Y.
Treasurer,	Edward V. W. Rossiter,	New York, N. Y.
Comptroller,	John Carstensen,	New York, N. Y.
General Manager,	James D. Layng,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Beach Creek Railroad,	Jersey Shore,	Mahaffey Junction,	113.02	113.02
Peale branch,	Viaduct,	Moravian,	8.06	
Wells Run branch,	East of Munson's	Mines,	1.04	
Philipsburg branch,	Munson's	Stiner's,	7.49	
Hawk Run branch,	Hawk Run,	Mines,	2.27	
Decatur branch,	West of Hawk Run,	Mines,	1.66	
Derby branch,	East of Philipsburg,	Mines,	0.84	
Todd branch,	East of Philipsburg,	Mines,	0.88	
Pardee No. 2 branch,	West of Hawk Run,	Mines,	1.04	
Woodland branch,	East of Woodland,	Mines,	1.23	
Clearfield branch,	Clearfield Junction,	Clearfield,	3.93	
O'Shanter branch,	Mitchells,	O'Shanter,	1.61	
Dunlap branch,	West of Mitchell's,	Mines,	1.40	
Gazzam branch,	Kermoor,	Gazzam,	3.37	
Thurston branch,	East of Gazzam,	Mines,	1.32	
Royal branch,	West of Munson's,	Mines,	0.57	36.71
Total owned,				149.73
Cambridge and Clearfield,	Mehaffey Junction,	Patton,	20.39	
Pine Creek,	Jersey Shore,	Newberry Junction,	12.30	
Philadelphia and Reading,	Newberry Junction,	Williamsport,	3.50	36.19
Total,				185.92

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Beech Creek Railroad Company was leased December 15, 1890, to the New York Ceneral and Hudson River Railroad Company, for the term of 999 years, from October 1, 1890, but is operated as an independent organization.

The terms of the rental are four per cent. per annum guaranteed interest on first mortgage bonds, not exceeding $5,000,000.00, and an annual guaranteed dividend of 4 per cent. on capital stock amounting to $5,000,000.00.

Under a subsequent agreement, the guarantee was extended to additional issues of capital stock amounting to $1,000,000.00, and second mortgage 5 per cent. bonds not exceeding $1,000,000.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$10,725,953 83	Capital stock,	$5,500,000 00
Cost of equipment,		Funded debt,	5,500,000 00
Stocks of other companies owned,	17,183 61	Current liabilities,	588,196 14
Other permanent investments,	679,917 70	Accrued rental equipment,	17,133 33
Cash and current assets,	343,075 12	Profit and loss,	160,800 79
Total,	$11,766,130 26	Total,	$11,766,130 26

IMPORTANT CHANGES DURING THE YEAR.

Royal Branch extended west of Munson's to Mines, 0.57 miles.

Dunlap's Branch, west of Mitchell's to Mine, lengthened to 1.40 miles.

Two miles and 5-100 (2.05 miles) of tracks taken up.

$250,000.00 of second mortgage bonds of issue of 1892 have been issued.

CONTRACTS, AGREEMENTS, ETC.

American Express Company—Consideration 40 per cent. of gross amount of revenue with minimum guarantee of $1,200.00 per annum.

United States Government—Based on average daily weight of mail carried.

Pennsylvania Railroad, Buffalo, Rochester and Pittsburgh Railroad, Philadelphia and Reading Railroad, coal transportation. Pennsylvania Railroad; (1) For use of Derby Branch; (2) Crossing Pennsylvania Railroad tracks near Snow Shoe; (3) For use of Cambria and Clearfield Branch.

Western Union Telegraph Company: Consideration, limited free transmission of railroad messages.

Central Pennsylvania Telephone and Supply Company: For use of railroad wires at an annual rental of $40.00 per wire per mile.

W. E. Smith and others—For transportation of timber.

City of Lock Haven—For transportation of limestone.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	69	69
Trestles:		
Number,	7	7
Aggregate length,	893	893
Tunnels:		
Number,	4	4
Maximum length,	1,247	1,247
Minimum length,	346	346
Aggregate length of all tunnels,	2,791	2,791
Telegraph:		
Miles of line owned by this company,	146.7	146.7
Miles of wire owned by this company,	360.9	360.9
Miles of line operated by this company,	146.7	146.7
Miles of wire operated by this company,	360.9	360.9
Miles of line operated by,	146.7	146.7
Miles of wire operated by,	360.9	360.9

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Jersey Shore Station, rented from Fall Brook Railway Company.

BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Date of organization: April 29, 1891. Certificate of organization filed May 5, 1891.
By what authority incorporated: General law of April 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. P. Green,	Philadelphia, Pa.	April 16, 1895.
Jno. M. Harding,	Philadelphia, Pa.	do.
Wm. A. Patton,	Philadelphia, Pa.	do.
Chas. E. Pugh,	Philadelphia, Pa.	do.
Samuel Rea,	Philadelphia, Pa.	do.
Henry D. Welsh,	Philadelphia, Pa.	do.

Date of last meeting of stockholders for election of directors: April 17, 1894.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	R. D. Barclay,	Philadelphia, Pa.
Secretary,	Albert Hewson,	Philadelphia, Pa.
Treasurer,	Taber Ashton,	Philadelphia, Pa.
Real Estate Agent,	Jno. C. Wilson,	Philadelphia, Pa.
Conveyancer,	G. W. I. Ball,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bedford and Bridgeport Railway,	Mt. Dallas,	State Line,	Pennsylvania Railroad Company.	38.70	38.70
Branches,				10.47	10.47
Total mileage,				49.17	49.17

Operated by the Pennsylvania Railroad Company under resolutions of the boards of directors of both companies, adopted April 29 and May 27, 1891. Rental, net earnings.

This arrangement is terminable at the option of either party on thirty day's notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,305,624 47	Capital stock,	$600,000 00
Cash and current assets,	36,085 38	Funded debt,	1,700,000 00
		Current liabilities,	435 60
		Profit and loss,	41,274 25
Total,	$2,341,709 85	Total,	$2,341,709 85

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	10	10
Number wooden,	9	9
Trestles:		
Number,	12	12
Aggregate length (feet),	1,028	1,028
Telegraph:		
Miles of line owned by this company,	38.70	38.70
Miles of wire owned by this company,	77.40	77.40
Miles of line operated by the Pennsylvania Railroad Company,	38.70	38.70
Miles of wire operated by the Pennsylvania Railroad Company,	77.40	77.40

Gauge of track, ... 4 ft. 9 in.

BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.

By what authority incorporated: Act April 8, 1861. Supplements of May 25, 1878 and May 31, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. Whelen,	Philadelphia, Pa.	May 6, 1895.
F. F. Milne,	Philadelphia, Pa.	do.
R. Dale Benson,	Philadelphia, Pa.	do.
Byerly Hart,	Philadelphia, Pa.	do.
T. M. Etting,	Philadelphia, Pa.	do.
John Hopkins,	Philanelphia, Pa.	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: 209 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Robert Frazer,	Philadelphia, Pa.
Secretary, Treasurer,	George H. Wolbert,	Philadelphia, Pa.
Gen'l Solicitor, Attorney or Counsel,	John S. Gerhard,	Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Bellefonte Central Railroad Company.	Bellefonte,	State College,	19	.....
	Mattern Junction,	Red Bank,	5.50	.....
	Sidings,		3.25	.....
Total,			27.75	.....

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$564,367 05	Capital stock,	$500,000 00
Stock, University Hotel Company,	2,500 00	Funded debt,	30,000 00
		Current liabilities,	36,374 59
		Profit and loss,	492 46
Total,	$566,867 05	Total,	$566,867 05

3-9-94.

IMPORTANT CHANGES DURING THE YEAR.

January 1, 1894, $200,000 first mortgage 5 per cent. bonds authorized and $30,000 of issue sold.

CONTRACTS, AGREEMENTS, ETC.

Contract with Adams Express Company, by which we receive 40 per cent. gross express receipts.

Contract with United States Government by which we receive $884.60 annually.

BERLIN RAILROAD COMPANY.

Date of organization: July 7, 1879.

By what authority incorporated: Buffalo Valley Railroad Company. Acts of February 19, 1849, April 1, 1868 and March 14, 1871. State of Pennsylvania.

Reorganized as Berlin Railroad Company, July 7, 1879.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1895.
S. Philson,	Berlin, Pa.,	do.
S. A. Philson,	Berlin, Pa.,	do.
A. M. Ross,	Confluence, Pa.,	do.
J. Reed Torrance,	Pittsburgh, Pa.,	do.
S. C. Hartley,	Meyersdale, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	J. B. Washington,	Pittsburgh, Pa.
Secretary.	A. W. Black.	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Berlin Railroad Company.	Garrett, Pa.,	Berlin, Pa.,	Baltimore and Ohio Railroad Company.	8	8
Total mileage,				8	8

Operated by the Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,425 09	Capital stock,	$50,000 00
Profit and loss,	78,560 29	Current liabilities,	78,985 38
Total,	$128,985,38	Total,	$128,985 38

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	8	8
Aggregate length (feet),	1,108	1,108

Gauge of track, ... 4 ft. 8 3-4 in.

BERLIN BRANCH RAILROAD COMPANY.

Date of organization: March 26, 1876.
By what authority incorporated: The Free Railroad Act of 1868 and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. W. Eichelberger,	Hanover, Pa.,	January, 1895.
Jacob Resser,	East Berlin, Pa.,	do.
Daniel Eberly,	Abbottstown, Pa.,	do.
Joseph Wolf,	Abbottstown, Pa.,	do.
Henry A. Young,	Hanover, Pa.,	do.
Stephen Keefer,	Hanover, Pa.,	do.
R. N. Meisenhelder,	Hanover, Pa.,	do.
Wm. J. Leas,	East Berlin, Pa.,	do.
Michael Rebert,	East Berlin, Pa.,	do.
F. K. Hafer,	Abbottstown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Hanover, Pa.
Postoffice address of operating company; Western Maryland Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. W. Eichelberger,	Hanover, Pa.
Secretary,	Michael Rebert,	East Berlin, Pa.
Treasurer,	Jacob Resser,	East Berlin, Pa.
General Manager,	Jos. Leib (of the W. M. R. R. Co.),	Hanover, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Berlin Branch Railroad Company.	Berlin Junction, . . .	East Berlin, . . .	7	7
Total mileage, ...	. . . . .	. . . . .	7	7

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$77,328 19	Capital stock, ...	$43,195 19
Cash and current assets, ...	525 03	Funded debt, ...	42,900 00
Profit and loss, ...	33,937 64	Current liabilities, ...	25,693 67
Total, ...	$111,788 86	Total, ...	$111,788 86

CONTRACTS, AGREEMENTS, ETC.

Express companies: Usual rates.

Mails—$74.92 per quarter.

The Western Maryland Railroad Company receives thirty cents per mile run, and furnish all equipments.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	1	1
Gauge of track, ...		4 ft. 8 in.

BLOOMSBURG BELT RAILROAD COMPANY.

Date of organization: January 28, 1889.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations April 4th, 1868, and supplements.

Operated by Rupert and Bloomsburg Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Eyer, ...	Catawissa, ...	Third Monday in January, 1895.
W. H. Rhawn, ...	Catawissa, ...	do. do.
W. G. Yetter, ...	Catawissa, ...	do. do.
Richard Tull, ...	Philadelphia, Pa.	do. do.
J. H. Loomis, ...	Philadelphia, Pa.	do. do.

Date of last meeting of stockholders for election of directors: January 22, 1894.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	W. G. Yetter,	——
Secretary,	W. H. Rhawn,	——
Treasurer,	W. A. Church,	——
Comptroller,	D. Jones,	——

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bloomsburg Belt,	Bloomsburg,	Neal's Furnace.	Rupert and Bloomsburg,	80	80

Property operated by the Rupert and Bloomsburg Railroad Company by consent.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,059 24	Capital stock,	$10,000 00
		Funded debt,	5,059 24
Total,	$15,059 24	Total,	$15,059 24

Gauge of track, ... 4 ft. 8 1-2 in.

BLOOMSBURG AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 21, 1883.
By what authority incorporated: Charter December 27, 1888.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. R. Buckalew,	Bloomsburg, Pa.,	Second Tuesday in January, 1895.
Marion McMichael,	315 Chestnut street, Philadelphia,	do.
E. W. Clark, Jr.,	E. W. Clark & Co., Philadelphia,	do.
J. M. Barshaw,	Philadelphia, Pa.,	do.
Charles Evans,	Atlantic City, N. J.,	do.
Samuel Wigfall,	Bloomsburg, Pa.,	do.
L. F. Waller,	Bloomsburg, Pa.,	do.
J. K. Gratz,	Bloomsburg, Pa.,	do.
H. J. Conner,	Orangeville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: Bloomsburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. B. Buckalew,	Bloomsburg, Pa.
Vice President,	Samuel Wigfall,	Bloomsburg, Pa.
Secretary,	H. J. Conner,	Orangeville, Pa.
Treasurer,	Samuel Wigfall,	Bloomsburg, Pa.
General Solicitor, Attorney or Counsel.	C. R. Buckalew,	Bloomsburg, Pa.
General Manager,	F. M. Leader,	Bloomsburg, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bloomsburg and Sullivan Railroad Co..	Bloomsburg, Pa.. .	Jamison City, Pa.. .	30	30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,199,000 00	Capital stock,	$600.000 00
Cost of equipment,		Funded debt,	599,000 00
Total,	$1,199,000 00	Total,	$1.199,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	2	2
Telegraph:		
Miles of line owned by this company,	30	30
Miles of wire owned by this company,	30	30
Miles of line operated by this company,	30	30
Miles of wire operated by this company.	30	30

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Bloomsburg Station, Delaware, Lackawanna and Western Railroad and Philadelphia and Reading Railroad.

Name all the associations to which this road is a part, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States. Northeastern Pennsylvania Car Service Association.

BRADFORD RAILWAY COMPANY.

Date of organization: January 7, 1881.

By what authority incorporated: Under the Act of General Assembly of Pennsylvania, approved April 4, 1868, P. L. 62, entitled "An act to authorize the formation and regulation of proved April 4,1868, P. L. 62, entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey,	104 So. Fifth St., Philadelphia, Pa.,	January 14, 1895.
N. Thouron,	433 Chestnut St., Philadelphia, Pa.,	do.
G. E. Bartol,	139 So. Front St., Philadelphia, Pa.,	do.
J. K. Barclay,	407 Locust St., Philadelphia, Pa.,	do.
J. Rundle Smith,	109 So. Third St., Philadelphia, Pa.,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia, Pa.,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. G. Coursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Philadelphia, Pa.
Secretary,	J. R. Trimble,	Philadelphia, Pa.
Treasurer,	F. S. Buell,	Buffalo, N. Y.
Auditor,	Jno. F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To—			
Bradford Railway,	Bradford,	Kinzua Junction.	Western New York and Pennsylvania Railroad Company.	14.75	14.75

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railroad Company, of all and singular the railway of the Bradford Railway Company of Pennsylvania. Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. "M," page 270; also July 21, 1882, in Deed Book, Vol. 16, page 112, nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 3 feet.

BRADFORD, BORDELL AND KINZUA RAILWAY COMPANY.

Date of organization: April 1, 1892.
By what authority incorporated: Under the general laws of the State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. McGeorge.	New York.	January, 1895.
H. K. Pomroy,	New York.	do.
J. R. Corving.	New York.	do.
Chas. Dana.	New York,	do.
D. H. Jack.	Bradford, Pa.	do.
Geo. L. Roberts,	Bradford, Pa.,	do.
Jno. J. Carter.	Titusville, Pa..	do.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Geo. L. Roberts,	Bradford, Pa.
Vice President.	H. K. Pomroy,	New York.
Secretary,	J. B. McGeorge.	New York.
Treasurer,	W. R. Dieffenback	Bradford, Pa.
Gen'l Solicitor. Attorney or Counsel,	Geo. L. Roberts,	Bradford, Pa.
Auditor.	W. R. Dieffenback,	Bradford, Pa.
General Manager,	Jno. C. McKenna.	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford, Bordell and Kinzua Railway Company.	Bradford,	Smethport.	25.23	25.23
Total mileage operated,			25.23	25.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,450 35	Current liabilities,	$2,564 62
Other assets:		Profit and loss,	17,508 03
Sundries,	18,622 30		
Total,	$20,072 65	Total,	$20,072 65

CONTRACTS, AGREEMENTS, ETC.

Wells, Fargo and Company Express, paying one and one-half times first-class freight rates on local and first-class freight rates on through freight.

United States Postoffice Department pays $43.61 per mile per year for mail transportation.

Western Union Telegraph Company own and maintain the line, the Railway Company maintain the poles.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden (on sidings)	1	1
Trestles:		
Number	3	3
Aggregate length on main line	230	230
Number	6	6
On sidings, aggregate length	1.705	1.705
Telegraph:		
Miles of line operated by this company	25.23	25.23
Miles of wire operated by this company	25.23	25.23

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a part, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

BRADFORD AND WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.

By what authority incorporated: Under a supplement to an act, entitled "An act to authorize the formation and regulation of railroad corporations." Approved the 8th day of June, 1874, and also an act approved April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. S. Whitney	Belmont, N. Y.	January 19, 1895.
F. L. Richardson	Bradford, Pa.	do.
J. A. McKellar	Bradford, Pa.	do.
H. P. Whitney	Bradford, Pa.	do.
E. Breen	Bradford, Pa.	do.
T. P. Thompson	Bradford, Pa.	do.

Date of last meeting of stockholders for election of directors: January 19, 1894.

Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	C. S. Whitney	Belmont, N. Y.
Vice President	F. L. Richardson	Bradford, Pa.
Secretary	J. A. McKellar	Bradford, Pa.
Treasurer	F. L. Richardson	Bradford, Pa.
Auditor	J. A. McKellar	Bradford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Bradford and Western Pennsylvania Railroad Company.	Lewis Run, Pa.	Chartered to Marshburg, Pa.	6	6

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$33,954 73	Capital stock, ...	$36.000 00
Cost of equipment.	8,867 95	Current liabilities, ...	10,215 15
Cash and current assets.	522 50		
Profit and loss.	2,869 97		
Total.	$46,215 15	Total, ...	$46,215 15

IMPORTANT CHANGES DURING THE YEAR.

Constructed one and one-fourth miles of new road.

Sold fifty shares of stock of Lafayette Manufacturing Company, June 30, 1894, at $100 per share.

CHARACTERISTICS OF ROAD.

Bridges:
Number combination. 9
Gauge of track:
Narrow gauge. . . . . 5 miles.
Broad gauge, ... 1 mile.

BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Date of organization: Certificate filed July 31, 1886.
By what authority incorporated: General Railroad Act of Pennsylvania of April 4, 1868.
Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James K. P. Hall.	St. Mary's, Pa., ...	Second Monday in June, 1895.
C. H. McCauley, ...	Ridgway, Pa., ...	do. do.
D. H. Jack, ...	Bradford, Pa., ...	do. do.
A. R. Macdonough.	New York City, N. Y., ...	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1894.
Postoffice address of general office: 21 Cortland street, New York city.
Postoffice address of operating company: P. O. Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James K. P. Hall,	St. Mary's, Pa.
Secretary,	A. R. Macdonough,	P. O. Box 839 N. Y. City.
Treasurer,	Edward White,	P. O. Box 839 N. Y. City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The capital stock of this company is owned by the New York, Lake Erie and Western Railroad Company, which company operates the road by virtue of the ownership.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$21,195 26	Capital stock,	$22,500 00
Cash and current assets, N. Y., L. E. & W. R R. Co.	22,500 00	Advances, N. Y., L E. & W. Coal & R. R. Co.	21,195 26
Total,	$43,695 26	Total,	$43,695 26

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	3	3
Aggregate length (feet),	144	144

Gauge of track, 4 ft. 8 1-2 in.

BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
By what authority incorporated: Pennsylvania, act of 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Allen K. Walton,	Hummelstown, Pa.,	February 22, 1895.
Robert J. Walton,	Hummelstown, Pa.,	do.
E. A. Penny,	Hummelstown, Pa.,	do.
H. O. Deshong,	Philadelphia, Pa.,	do.
Morris Ebert,	Philadelphia, Pa.,	do,
Jno. J. Nissley,	Hummelstown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 22, 1894.
Postoffice address of general office: Waltonville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Allen Walton	Waltonville, Pa.
Secretary	E. A. Penny	Waltonville, Pa.
Treasurer	Allen K. Walton	Waltonville, Pa.
Chief Engineer	Geo. W. Hayes	Waltonville, Pa.
General Solicitor, Att'y or Counsel	Weiss & Gilbert	Harrisburg, Pa.
Auditor	Charles M. Hartrick	Waltonville, Pa.
General Manager	Allen K. Walton	Waltonville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Brownstone and Middletown Railroad.	Brownstone, Pa.,	Waltonville, Pa.,		2

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$20,000 00	Capital stock	$25,000 00
Cost of equipment	7,550 00	Current liabilities	895 58
Cash and current assets	241 72	Profit and loss	1,869 14
Total	$27,791 72	Total	$27,791 72

CONTRACTS, AGREEMENTS, ETC.

A traffic contract for freight handed to and received from the Philadelphia and Reading Railroad Company.

CHARACTERISTICS OF ROAD.

Gauge of track ..... 4 ft. 8 1-2 in.

BUFFALO, BRADFORD AND PITTSBURGH RAILROAD COMPANY.

Date of organization: March 4, 1859.

By what authority incorporated: Buffalo and Bradford railroad incorporated by special act of Pennsylvania, March 14, 1856.

Buffalo and Pittsburgh Railroad incorporated under General Railroad Act of New York of 1850.

If a consolidated company, name the constituent companies: Buffalo and Bradford Railroad Company, organized in Pennsylvania, March 14, 1856.

Buffalo and Pittsburgh Railroad Company organized in New York, October 15, 1882.

Certificate of consolidation filed in Pennsylvania, February 26, 1859, and in New York, March 4, 1859.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. Lowber Welsh,	Philadelphia, Pa.	Second Monday in June, 1895.
W. A. May,	Scranton, Pa.,	do. do.
David H. Jack,	Bradford, Pa.,	do. do.
Abram R. Johnson,	Bradford, Pa.,	do. do.
John King,	New York City,	do. do.
E. B. Thomas,	New York City,	do. do.
A. R. Macdonough,	New York City,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1894.
Postoffice address of general office: 21 Cortland street, New York city.
Postoffice address of operating company: P. O. Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	P. O. Box 839, New
Treasurer,	Edward White,	York City.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$3,114,975 97	Capital stock,		$2,286,400 00
		Funded debt,		580,000 00
		Advances:		
		Erie Railway Company,	$103,564 40	
		New York, Lake Erie and Western Railroad Company and receivers,	145,011 57	
				248,575 97
Total,	$3,114,975 97	Total,		$3,114,975 97

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD,	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	
Number wooden,	4	4
Tunnels:		
Number,	24	11
Maximum length (feet),	2,249	462
Telegraph:		
Miles of line owned by this company,	26.17	18.17
Miles of wire owned by this company,	48.61	32.61
Miles of line operated by this company,	26.17	18.17
Miles of wire operated by this company,	48.61	32.61

Gauge of track, ... 4 ft. 8 1-2 in.

BUFFALO, ROCHESTER AND PITTSBURGH RAILWAY COMPANY.

Date of organization: March 11, 1887.

By what authority incorporated: Consolidated under the general railroad laws of the States of New York and Pennsylvania.

State of New York: Laws of 1869, Chapter 917, as amended by the laws of 1881, Chapter 685.

State of Pennsylvania: Act of March 24, 1865 and supplements.

If a consolidated company, name the constituent companies: The Buffalo, Rochester and Pittshurgh Railway Company was formed March 11, 1887, by the consilidation of the following companies:

The Buffalo, Rochester and Pittshurgh Railway Company, organized under the laws of the State of New York on Octoher 24, 1885.

The Pittshurgh and State Line Railway Company, organized on the same date, under the act of the State of Pennsylvania.

The articles of merger were entered into with the Buffalo, Rochester and Pittshurgh Railroad Company on Decemher 14, 1885, and with the Pittsburgh and State Line Railway Company on March 9, 1887, in accordance with the laws of New York and Pennsylvania.

The consolidation hecame effective on March 11, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frederick A. Brown,	20 Nassan St., New York City,	November 19, 1894.
Walston H. Brown,	20 Nassan St., New York City,	do. do.
John H. Hocart,	36 Wall St., New York City,	do. do.
Adrlan Iselin, Jr.,	36 Wall St., New York City,	do. do.
C. O'D. Iselin,	36 Wall St., New York City,	do. do.
George H. Lewis,	Buffalo, N. Y.,	do. do.
Wheeler H. Peckham,	80 Broadway, New York City,	do. do.
Ang. Richard,	12 East 69th St., New York City,	do. do.
James A. Roosevelt,	33 Wall St., New York City,	do. do.
W. Emlen Roosevelt,	33 Wall St., New York City,	do. do.
J. Kennedy Tod,	45 Wall St., New York City,	do. do.
Warren A. Wilber,	Sonth Bethlehem, Pa.,	do. do.
Arthnr G. Yates,	Rochester, New York,	do. do.

Date of last meeting of stockholders for election of directors: 20th November, 1893.

Postoffice address of general office: No. 36 Wall street, New York city and Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Arthur G. Yates,	Rochester, N. Y.
Vice President,	Adrian Iselin, Jr.,	36 Wall St., N. Y.
Asst. to President,	George E. Merchant,	Rochester, N. Y.
Secretary and Asst. Treasurer,	John H. Hocart,	36 Wall St., N. Y.
Treasnrer and Auditor,	John F. Dinkey,	Rochester, N. Y.
Chief Engineer,	Wm. F. Hoyt,	Rochester, N. Y.
General Solicitor, Att'y or Counsel for New York State.	Henry G. Danforth,	Rochester, N. Y.
General Solicitor, Att'y or Connsel for Pennsylvania.	Charles H. McCanley,	Ridgway, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Buffalo, Rochester and Pittsburgh Railway Company.	Rochester, N. Y.,	Ashford, N. Y.,	93.70	
	Buffalo Creek, N. Y.	Howard Jc., Pa.,	80.84	8.36
	Clarion Junc'n, Pa.,	Walston, Pa.,	65.55	65.55
Beechtree Mine Line,	Beechtree Jc., Pa.,	Beechtree, Pa.,	5.53	5.53
Dixon Mine Line,	Falls Creek, Pa.,	Dixon Mine, Pa.,	1.00	1.00
Eleanora Mine Line,	Big Run, Pa.,	Eleanora, Pa.,	4.78	4.78
Adrian Mine Line,	Elk Run Jc., Pa.,	Adrian, Pa.,	2.82	2.82
Lincoln Park and Charlotte Railroad.	Lincoln Park, N. Y.,	Charlotte, N. Y.,	10.30	
Perry Railroad,	Silver Lake Jc., N. Y.,	Silver Springs, N. Y.,	1.03	
Johnsonburg and Bradford Railroad.	Howard Jc., Pa.,	Mt. Jewett, Pa.,	19.60	19.60
Clearfield and Mahoning Railroad,	DuBois Jc., Pa.,	Clearfield, Pa.,	25.87	25.87
Buffalo Creek Railroad,	Buffalo, N. Y.,	Buffalo Creek, N. Y.,	4.00	
New York, Lake Erie and Western Railroad Company.	Mt. Jewett, Pa.,	Clarion Jc., Pa.,	20.76	20.76
Total mileage operated.			335.78	154.27

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$17,950,168 64	Capital stock,	$12,000,000 00
Cost of equipment,	4,009,542 62	Funded debt,	10,893,500 00
Stocks of other companies owned,	1,003,670 50	Current liabilities,	996,685 30
Other permanent investments, Clearfield and Mahoning Railroad Company,	44,478 63	Accrued interest on funded debt not yet payable,	127,178 21
Cash on current assets,	1,034,710 53	Profit and loss,	25,207 41
Total,	$24,042,570 92	Total,	$24,042,570 92

IMPORTANT CHANGES DURING THE YEAR.

The Johnsonburg and Bradford railroad, a proprietary line was opened, increasing the mileage of main line 19.60 miles.

The trackage rights over the New York, Lake Erie and Western Railroad was reduced from 36.23 miles to 20.76 miles, being the results of the building of the above Johnsonburg and Bradford Railroad line.

The Clearfield and Mahoning railway was completed in June, 1893, and leased to the Buffalo, Rochester and Pittsburgh railway—mileage, 25.87 miles.

$147,000 general mortgage bonds, issued in payment of the Johnsonburg and Bradford railroad construction.

$155,000 car trust bonds, series No. 11, were issued during the year.

$4,000 real estate mortgages, given in purchase of property.

$8,000 real estate mortgages were paid.

$14,000 car trust bonds, series No. 4, matured and were paid.

$25,000 car trust bonds, series No. 7, matured and were paid.

$17,000 car trust bonds, series No. 8, matured and were paid.

$27,000 car trust bonds, series No. 9, matured and were paid.

$47,000 car trust bonds, series No. 10, matured and were paid.

Total, $130,000.

CONTRACTS, AGREEMENTS, ETC.

The American Express Company operates the whole road, paying agreed rates, and guarantees a fixed minimum for the year.

The mails are paid for by United States Government at following rates: Route No. 107,097, 1.19 miles, $48.30 per annum; route No. 107,102, 236.76 miles, $21,661.17 per annum; route No. 107,130, 49.19 miles, $3,953.40 per annum; route No. 110,135, 26.33 miles, $1,170.63 per annum; route No. 110,178, 2.39 miles, $102.17 per annum; total, $26,935.67 per annum.

Allegheny Valley Railroad—Passenger and freight traffic prorated when over forty miles on actual mileage, when under forty miles on agreed arbitraries.

New York, Lake Erie and Western Railway Company—For use of 20.76 miles of track, by paying the interest on one-half cost of the track, and proportion of expenses of maintenance and operating on a wheelage basis.

New York Central and Hudson River Railroad Company—For use of passenger terminal, Buffalo, N. Y., at an agreed rate per coach, proportion of expense of ticket office, and rent of storage sidings.

Reynoldsville and Falls Creek railroad, Bell, Lewis and Yates Coal Mining Company—Passenger and freight traffic prorated on actual mileage after allowing the short line sixteen miles minimum. The mining company agrees to ship 500,000 tons coal per annum.

Rochester and Pittsburgh Coal and Iron Company—Agrees to ship all its tonnage over the road.

Mahoning Valley Railway Company—for use of our tracks to Falls Creek, 8.07 miles, at a fixed rental per annum. Passenger and freight traffic prorated on acctual mileage, after allowing the short line a sixteen mile minimum.

Beech Creek Railroad—For interchange of traffic at agreed rates.

The Western Union Telegraph Company pays us one-fourth of total cash receipts, less cable tolls and amounts paid to connecting lines of the offices maintained by the railway company. The telegraph company furnishes all supplies, and the railway company the necessary labor.

Telephone contracts run from $42.00 to $190.00 per annum.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA
Bridges:		
Number iron	79	47
Number wooden	1	1
Trestles:		
Number	132	30
Aggregate length (feet)	28,145	5,682
Telegraph:		
Miles of line owned by this company	294.46	117.80
Miles of wire owned by this company	156.86	49.29
Miles of line operated by this company	294.46	117.80
Miles of wire operated by this company	652.63	244.69
Miles of line operated by Western Union Telegraph Company	294.46	117.80
Miles of wire operated by Western Union Telegraph Company	652.63	244.69

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the party to whom such property belongs: Passenger terminal—Buffalo, N. Y., owned by New York Central and Hudson River Road. Belt Road, Buffalo, N. Y., owned by Buffalo Creek R. R. Co. Passenger terminal, Salamanca, N. Y., owned by New York, Lake Erie and Western R. R. Co. Station, Carman Interchange, Pa., owned by Pennsylvania R. R. Co. Station, Falls Creek, Pa., owned by Allegheny Valley R. R. Co.

Name all the associations to which this road is a part, whose object is the regulation or control of passenger or freight traffic: Association of General Passenger Agents, United States. Middle States Traffic Association. Buffalo Freight Committee.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch.

BUFFALO AND SUSQUEHANNA RAILROAD COMPANY.

Date of organization: September 25, 1893.

By what authority incorporated: Under the several railroad laws of Pennsylvania.

If a consolidated company, name the constituent companies: Sinnemahoning Valley Railroad Co., chartered May 8, '885, Susquehanna Railroad Co., chartered August 31, 1891. Buffalo and Susquehanna Railroad Co., chartered October 7, 1891. Cherry Springs Railroad Co., chartered July 14, 1893 Cross Fork Railroad Co., chartered April 12, 1893. The above companies merged September 25, 1893.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. H. Goodyear,	Buffalo, N. Y.,	January 14, 1895.
C. W. Goodyear,	Buffalo, N. Y.,	do.
Daniel Collins,	Austin, Pa.,	do.
L. T. Johnson,	Austin, Pa.,	do.
W. I. Lewis,	Coudersport, Pa.,	do.
N. N. Metcalf,	Austin, Pa.,	do.
H. Hutchinson,	Austin, Pa.,	do.
P. H. Farrell,	Austin, Pa.,	do.

Postoffice address of general office: Austin, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. E. Olmsted,	Harrisburg, Pa.
Vice President,	F. H. Goodyear,	Buffalo, N. Y.
Vice President,	C. W. Goodyear,	Buffalo, N. Y.
Secretary,	F. A. Lehr,	Austin, Pa.
General Solicitor, Att'y or Counsel,	M. E. Olmsted,	Harrisburg, Pa.
Auditor,	E. O. Cheney,	Austin, Pa.
General Manager,	C. W. Goodyear,	Austin, Pa.
Train Master,	H. Hutchinson,	Austin, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Buffalo & Susquehanna Railroad Company.	Keating Summit, Pa., Cross Fork Jc., Pa.,	Galeton, Pa., Cross Fork, Pa.,	48.94 12.73	61.67

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$1,699,129 18	Capital stock,	$915,000 00
Bonds owned,	122,500 00	Funded debt,	900,000 00
Cash and current assets,	20,072 71	Current liabilities,	1,201 01
Other assets :		Accrued interest on funded debt not yet payable,	9,718 75
Sinking fund,	46,753 25	To balance,	84,151 69
Material and supplies,	2,917 09		
Profit and loss,	18,699 22		
Total,	$1,910,071 45	Total,	$1,910,071 45

IMPORTANT CHANGES DURING THE YEAR.

Sinnemahoning Valley R. R. Co., Susquehanna Railroad Co., Buffalo and Susquehanna Railroad Co., Cherry Springs Railroad Co., Cross Forks Railroad Co., merged September 25, 1893, into one corporation, present Buffalo and Susquehanna Railroad Co.

CONTRACTS, AGREEMENTS, ETC.

American Express Company, special freight, 15c per 100 lbs; general freight, 25c per 100 lbs.
Mail: Not yet adjusted with the United States.

4-9-94.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number steel,	4	
Number wooden,	4	
Trestles :		
Number,	20	
Aggregate length (feet),	1,162	

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: The mortgage of October 1, 1893, contains a sinking fund provision for that purpose.

BUSTLETON RAILROAD COMPANY.

Date of organization: December 27, 1890.

By what authority incorporated: Under general laws of the State of Pennsylvania, approved April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Samuel Rea,	Philadelphia, Pa.,	First Monday in May, 1895.	
Wm. H. Barnes,	Philadelphia, Pa.,	do.	do.
John P. Green,	Philadelphia, Pa.,	do.	do.
H. H. Huston,	Philadelphia, Pa.,	do.	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	do.
Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Bustleton Railroad Co.,	Holmesburg Junction.	Bustleton, Pa.	The Pennsylvania Railroad Company.	416	416

Operated by the Pennsylvania Railroad Company, under resolutions adopted by the boards of directors of both companies. Rental, net earnings.

This arrangement from January 1, 1891, is terminable at the option of either party on 30 days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Profit and loss,	25,770 87	Current liabilities,	25,770 87
Total,	$125,770 87	Total,	$125,770 87

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet),	1,286	1,286
Telegraph:		
Miles of line owned by this company,	4.16	4.16
Miles of wire owned by this company,	8.32	8.32
Miles of line operated by the Pennsylvania Railroad Company,	4.16	4.16
Miles of wire operated by the Pennsylvania Railroad Company,	8.32	8.32

Gauge of track, ... 4 ft. 9 in.

CAMBRIA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: January 13, 1887.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company name the constituent companies: The Cresson Railroad Company was consolidated with the Cambria & Clearfield Railroad Company, under agreement dated July 17, 1891, filed at Harrisburg, August 6, 1891. The Cresson Railroad Company was organized July 10, 1891, by the purchasers of the property and franchises of the Ebensburg & Cresson Railroad Company, sold under foreclosure, May 8, 1891.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia, Pa.,	April 16, 1895.
John P. Green,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
George Wood,	Philadelphia, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: April 17, 1894.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cambria and Clearfield railroad,	Cresson Junction, Pa.	Glen Campbell Jc., Pa.	The Pennsylvania Railroad Company.	48.35	48.35
Branches.	. . . . .	. . . . .	. . . . .	49.27	49.27
Total mileage, . . .	. . . . .	. . . . .	. . . . .	97.62	97.62

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies. Rental, net earnings. This arrangement went into effect September 24, 1888, and is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,560,735 20	Capital stock,	$1,280,550 00
Cash and current assets,	36,353 37	Funded debt,	1,279,000 00
		Current liabilities,	33,351 32
		Profit and loss,	4,187 25
Total,	$2,597,088 57	Total,	$2,597,088 57

IMPORTANT CHANGES DURING THE YEAR.

Thirty-one one-hundredth mile branch line completed, 2,098 shares stock issued, $104,900.00. Bonds issued, $105,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	28	23
Number wooden,	20	20
Trestles:		
Number,	22	22
Aggregate length (feet),	1,289	1,289
Tunnels:		
Number,	1	1
Maximum length (feet),	951	951
Minimum length (feet),	951	951
Aggregate length of all tunnels (feet),	951	951
Telegraph:		
Miles of line owned by this company,	78.61	78.61
Miles of wire owned by this company,	108.89	108.89
Miles of line operated by the Pennsylvania Railroad Company,	110.09	110.09
Miles of wire operated by the Pennsylvania Railroad Company,	145.13	145.13

Gauge of track, ... 4 ft. 9 in.

CATASAUQUA AND FOGELSVILLE RAILROAD COMPANY.

Date of organization: April 5, 1853.
By what authority incorporated: Pennsylvania, April 5, 1853.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theo. Voorhees,	Philadelphia, Pa.,	1st Monday in November, 1894.
D. Jones,	Philadelphia, Pa.,	do. do.
B. F. Fackenthal, Jr.,	Easton, Pa.,	do. do.
Samuel Thomas,	Catasauqua,	do. do.
W. S. Pelling,	Philadelphia, Pa.,	do. do.
Albert Foster,	Philadelphia, Pa.,	do. do.
John Thomas,	Catasauqua,	do. do.
John Walker, Jr.,	Philadelphia, Pa.,	do. do.
Geo. F. Barnes,	Philadelphia, Pa.,	do. do.
Jas. W. Fuller,	Catasauqua,	do. do.

Date of last meeting of stockholders for election of directors: November 6, 1893.
Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Catasauqua & Fogelsville R. R.	Catasauqua,	Rittenhouse Gap.	27.30	27.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$576,919 99	Capital stock,	$426,900 00
Cost of equipment,	135,150 00	Funded debt,	135,000 00
Bonds of other companies owned,	22,000 00	Current liabilities,	59,649 65
Cash and current assets,	72,023 08	Profit and loss,	184,543 42
Total,	$806,093 07	Total,	$806,093 07

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	8	8
Number iron,	9	9
Number combination,	1	1
Telegraph:		
Miles of line owned by this company,	16.0	16.0
Miles of wire owned by this company,	16.0	16.0
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	16.0	16.0
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	16.0	16.0

Gauge of track, ... 4 ft. 8 1-2 in.

CATAWISSA RAILROAD COMPANY.

Date or organization: March 21, 1860.

By what authority incorporated: Incorporated as Little Schuylkill and Susquehanna Railroad Company, by Act of Assembly, March 30, 1831; name changed to Catawissa, Williamsport and Erie Railroad Company, by Act of Assembly, March 20, 1849; reorganized by foreclosure of first mortgage, by Act of Assembly, March 21, 1860, as Catawissa Railroad Company.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward S. Buckley,	Philadelphia, Pa.,	May, 1895.
R. Dale Benson,	Philadelphia, Pa.,	do.
John S. Graham,	Philadelphia, Pa.,	do.
G. Assheton Carson,	Philadelphia, Pa.,	do.
Francis H. Shipper,	Philadelphia, Pa.,	do.
James A. Freeman,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	M. P. Hutchinson,	Philadelphia, Pa.
Secretary,	R. M. Elliott,	do.
Treasurer,	M. P. Hutchinson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Catawissa Railroad,	Tamanend,	Williamsport.	Philadelphia & Reading Railroad Company.	145.02	145.02

This road was leased by the Philadelphia and Reading Railroad Company November 1, 1872, for 999 years, at thirty per cent. of the gross receipts, the minimum sum to be not less than $226,000.00 and maintenance of organization.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Assumed by lessees.

CENTRAL PENNSYLVANIA AND WESTERN RAILROAD COMPANY.

Date of organization: March 1, 1893.
By what authority incorporated: State of Pennsylvania in various acts of the Commonwealth, authorizing merger and consolidation.
If a consolidated company, name the constituent companies: Turbotville and Williamsport Railroad Company, act April 4, 1868 and supplements. Chartered November 18, 1892.
Wilkes-Barre and Western Railway Company, act April 4, 1868 and supplements. Chartered June 21, 1886.
Orangeville and Lehigh Railroad Company, act April 4, 1868 and supplements. Chartered December 2, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eugene R. Payne,	Williamsport, Pa.,	January 8, 1895.
James Kerr,	Clearfield, Pa.,	do.
N. N. Betts,	Towanda, Pa.,	do.
Morris Liveright,	Philadelphia, Pa.,	do.
Wilberforce Sully,	New York, N. Y.,	do.
Stephen Peaboby,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: 29 Broadway, New York, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rudolph T. McCabe.	New York, N. Y.
Vice President,	Eugene R. Payne,	Williamsport, Pa.
Secretary,	William R. Heath,	New York, N. Y.
Treasurer,	James B. Bach,	New York, N. Y.
General Solicitor, Att'y or Counsel,	Strong, Harmon & Matherson,	Williams St., New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Central Pennsylvania and Western Railroad Company.	Watsontown. Pa.	Orangeville, Pa.,	31	31

GENERAL BALANCE SHEET.

DR.		CR.	
Cash and current assets,	$323 70	Current liabilities,	$62,000 00
Profit and loss,	61,676 30		
Total,	$62,000 00	Total,	$62,000 00

CONTRACTS, AGREEMENTS, ETC.

Agreement with Adams Express Company for handling express company matter, as follows:

For all through business express company pay to Central Pennsylvania and Western Railroad Company fifteen cents per hundred pounds. For all local business twenty-five cents per hundred pounds.

Our present contract with the Government for the carrying of United States mails is as follows:

Our line is divided into two routes, viz:

Route No. 110,166 between Watsontown and Turbotville, 6.48 miles and route No. 110,193, between Turbotville and Orangeville, 25.8 miles, making a total of 32.28, for which we receive $42.75 per mile per annum, or a total of $1,380.00 for the year.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	61	
Trestles:		
Number.	1	
Aggregate length (feet),	300	
Tunnels:		
Number,	1	
Maximum length (feet),	145	
Telegraph:		
Miles of line owned by this company,	31	
Miles of wire owned by this company,	31	
Miles of line operated by this company.	31	
Miles of wire operated by this company.	31	

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad passenger station at Watsontown, Pa., also siding and terminal privileges, rentals paid to Pennsylvania Railroad, to whom property belongs.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

CENTRAL RAILROAD COMPANY OF PENNSYLVANIA.

Date of organization: September 11, 1891, organized under agreement of merger and consolidation, dated June 24, 1891.

By what authority incorporated: Under general railroad law of April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: The Central Pennsylvania Railroad Company (incorporated 11 May, 1889), from Mill Hall, Clinton county, to Unionville, Centre county, Pa.

The Central Pennsylvania Railroad Company (eastern extension) incorporated 11th December, 1890, from a point at or near White Deer, Union county, to a point at or near Washington Furnace (or Lamor P. O.), Clinton county, Pa.

These two companies consolidated June 24, 1891, and merged as the Central Railroad Company of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter L. Ross,	304 Walnut St., Philadelphia,	2d Monday of January, 1895.
Wm. J. McHugh,	304 Walnut St., Philadelphia,	do. do.
Wm. McLaughlin,	304 Walnut St., Philadelphia,	do. do.
Edward L. Welsh,	304 Walnut St., Philadelphia,	do. do.
Chas. W. Wilhelm,	Reading, Pa.,	do. do.
C. M. Clement,	Sunbury, Pa.,	do. do.
Robert Valentine,	Bellefonte, Pa.,	do. do.
		do. do.

Date of last meeting of stockholders for election of directors: Second Monday of January, 1894.

Postoffice address of general office: 304 Walnut St., Philadelphia, Pa.

Postoffice address of operating company: Offices of operating departments, general superintendent and general freight agent, Bellefonte, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter L. Ross,	304 Walnut street, Philadelphia, Pa.
Vice President,	Chas. W. Wilhelm,	Reading, Pa.
Secretary,	Wm. J. McHugh,	304 Walnut street, Philadelphia, Pa.
Treasurer,	Wm. J. McHugh,	304 Walnut street, Philadelphia, Pa.
Chief Engineer,	H. E. Richter,	Selinsgrove, Pa.
General Solicitor, Att'y or Counsel,	Richard C. Dale,	Philadelphia, Pa.
Auditor,	M. L. Altendefer,	Bellefonte, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Central Railroad of Pennsylvania (main line).	Bellefonte, Pa., . . .	Mill Hall, Pa., ...	27.30	27.30
Branch line owned (sidings and branches connected with main line).	Bellefonte, Pa., . . .	Mill Hall, Pa., ...	3.60	3.60
Lines operated under contract:				
Nittany Valley Railroad, ...	Nittany Valley Junction on B.E.V.R.R.	Taylor, Centre Co., Pa.	5.00	5.00
Valentine Iron Company Terminal tracks.	Nittany Valley Junction.	Jackson & Co., Mill. on B. E. V. R. R.	2.00	2.00
Total mileage operated, ...	. . . . .	. . . . .	37.90	37.90

IMPORTANT CHANGES DURING THE YEAR.

Within last year line from Bellefonte to Mill Hall, Pa., has been completed, 27.3 miles in length. Also 3.6 miles of sidings and branches. Telegraph line erected and in operation 27.3 miles.

Station buildings erected at Bellefonte, Zion, Hecla Park, Hublersburg, Snydertown, Nittany, Huston, Lamar, Clintondale, Krider's Siding, Mackeyville and Salona.

Engine houses and turn-tables at Bellefonte and Mill Hall, Pa.

Water stations at Bellefonte, Hecla Park and Mill Hall, Pa.

Fencing (wire) on about twenty-two miles of line.

Montgage executed and recorded but no bonds issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	17	17
Number wooden (culverts less than 15 feet in length).	16	16
Trestles:		
Number.	1	1
Aggregate length (feet).	400	400
Telegraph:		
Miles of line owned by this company.	27.3	27.3
Miles of wire owned by this company.	81.9	81.9
Miles of line operated by this company.	27.3	27.3
Miles of wire operated by this company.	81.9	81.9

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Storage yards of Valentine Iron Company, at Bellefonte, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. The Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red line, White Line, Blue Line, West Shore Line, Erie Dispatch, Interstate Dispatch, Traders' Dispatch, Milwaukee and Michigan Line.

CHAMBERSBURG AND GETTYSBURG RAILROAD COMPANY.

Date of organization: September 29, 1890.
By what authority incorporated: General railroad act April 1, 1868 and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. D. Wood,	Brooklyn, N. Y.,	January, 1895.
W. H. Neale,	New York,	do.
W. B. Parsons,	New York,	do.
W. S. Pilling,	Philadelphia,	do.
T. I. Crane,	Philadelphia,	do.
J. P. Ranney,	Chambersburg, Pa.,	do.
J. B. White,	Fayettsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 10, 1894.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Pilling,	Philadelphia, Pa.
Vice President,	W. H. Neale,	New York.
Treasurer,	Jos. P. Ranney,	Chambersburg, Pa.
General Manager,	T. I. Crane,	Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chambersburg and Gettysburg Railroad.	Conococheague Jc.,	To Wolf Hill,	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$200,000 00	Capital stock,	$200,000 00
Cash and current assets,	68 66	Current liabilities,	7,905 36
Profit and loss,	7,836 70		
Total,	$207,905 36	Total,	$207,905 36

CONTRACTS, AGREEMENTS, ETC.

All regular trains were withdrawn July 1, 1894. Mail and express contracts annulled.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	15	15
Trestles:		
Aggregate length (feet)	409	409

Gauge of track, ... 4 ft. 8 1-2 in.

CHARTIERS RAILWAY COMPANY.

Date of organization: January 2, 1867.
By what authority incorporated: Act of April 8, 1861.
Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes	Philadelphia	May 7, 1895.
J. T. Brooks	Salem, Ohio	do.
Samuel Rea	Philadelphia	do.
Henry D. Wesh	Philadelphia	do.
George Wood	Philadelphia	do.
N. P. Shortridge	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: May 1, 1894.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John P. Green	Philadelphia, Pa.
Secretary	Albert Hewson	Philadelphia, Pa.
Treasurer	Taber Ashton	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	TO—			
The Chartiers Railway, . .	Mansfield, .	Washington.	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.	22.76	22.76

Leased to the Pittsburgh, Cincinnati and St. Louis Railway Company (now the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company), dated December 8, 1871, for 99 years, from January 1, 1872.

Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$1,134,543 26	Capital stock, ...	$645,300 00
Bonds of other companies owned, .	98,133 00	Funded debt, ...	500,000 00
Stocks of other companies owned, .	2,251 00	Current liabilities, ...	6,798 50
Cash and current assets, ...	95,691 65	Profit and loss, ...	178,520 41
Total, ...	$1,330,618 91	Total, ...	$1,330,618 91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	2	2
Number iron, ...	27	27
Number wooden, ...	1	1
Tunnels:		
Number, ...	2	2
Maximum length (feet), ...	515	515
Minimum length (feet), ...	286	286
Aggregate length of all tunnels, ...	801	801

Gauge of track, ... 4 ft. 9 in.

CHARTIERS RAILWAY COMPANY—OPERATED BY THE PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chartiers railway,	Carnegie, Pa.	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway in Washington, Pa.	Terminus of Chartiers railway.	Terminus of Waynesburg and Washington railroad.	.72	.72
Total mileage operated,			23.48	23.48

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of the gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails, is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the road over which it operates, in the proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of the Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed rental for telegraph privileges.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Traveler's Insurance Company pays a portion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	27	27
Number wooden,	1	1
Tunnels:		
Number,	2	2
Maximum length (feet),	515	515
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	801	801
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	22.8	22.8
Miles of wire operated by this company, jointly with Western Union Telegraph Company,	22.8	22.8
Miles of wire operated by Western Union Telegraph Company,	263.2	263.2

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: Should be reported by Chartiers Railway Company

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

CHERRY GROVE RAILROAD COMPANY.

Date of organization: November 21, 1884.
By what authority incorporated: Commonwealth of Pennsylvania.
Operated by Tionesta Valley.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.,	January 14, 1895.
J. H. Horton,	Sheffield, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
C. W. R. Rodeker,	Sheffield, Pa.,	do.
C. H. Smith,	Sheffield, Pa.,	do.
John McNair,	Sheffield, Pa.,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghamton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice President,	James Horton,	Buffalo, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Sigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Cherry Grove Railroad,	Sheffield,	Garfield,	Tionesta Valley Railroad Company.	11	11

Leased to the Tionesta Valley Railroad Company, for a term of 99 years, at an annual rental of $300.00.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$18,000 00	Capital stock	$10,000 00
Profit and loss	2,000 00	Current liabilties	10,000 00
Total	$20,000 00	Total	$20,000 00

CHESTER CREEK RAILROAD COMPANY.

Date of organization: Chartered April 16, 1866.

By what authority incorporated: Special acts, April 16, 1866, April 17, 1867.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent for the Philadelphia and Baltimore Central Railroad Company, lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green	Philadelphia	January 14, 1895.
Richard Peters	Thurlow, Pa.	do.
George K. Crozer	Upland, Pa.	do.
Henry D. Welsh	Wissahickon Heights, Pa.	do.
George Wood	Philadelphia	do.
Thomas V. Cooper	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John P. Green	Philadelphia.
Secretary	William Ward	Chester, Pa.
Treasurer	Robt. W. Smith	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Chester Creek Railroad Company.	Lamokin,	Leni,	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltimore Central Railroad Company, lessee.	6.69	6.69

The Chester Creek Railroad is leased for a term of 999 years to the Philadelphia and Baltimore Central Railroad Company, at an annual rental equal to six per cent. upon $185,000 of the capital stock, and $185,000 of the bonds of Chester Creek Railroad Company: Lessee to pay all taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$457,100 00	Capital stock,	$272,100 00
Cash and current assets,	11,341 50	Funded debt,	185,000 00
		Current liabilties,	11,341 50
Total,	$468,441 50	Total,	$468,441 50

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD	IN PENNSYLVANIA
Bridges:		
Number iron,	6	
Number wooden,	3	3
Trestles:		
Number,	1	1
Aggregate length (feet),	140	140
Telegraph:		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company,	6.69	6.69

Gauge of track, ... 4 ft. 8 1-2 in.

CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.

By what authority incorporated: Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Theo. Voorhees,	Philadelphia, Pa.,	Second Monday in Jan., 1895.
D. Jones,	Philadelphia, Pa.,	do. do.
A. J. Antelo,	Philadelphia, Pa.,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.
C. G. Hancock,	Philadelphia, Pa.,	do. do.
B. H. Bail,	Philadelphia, Pa.,	do. do.
W. G. Brown,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia, Pa.

5-9-94.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Chester and Delaware River Railroad.	Marcus Hook,	Eddystone, Pa.,	5.70	5.70

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$331,547 09	Capital stock,	$40,000 00
Profit and loss,	45,223 49	Funded debt,	22,300 00
		Current liabilities,	314,470 58
Total,	$376,770 58	Total,	$376,770 58

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	2	2
Trestles:		
Number,	3	3
Aggregate length (feet),	287.03	287.03
Telegraph:		
Miles of line operated by P. R. & P. Telegraph Company,	5.7	5.7
Miles of wire operated by P. R. & P. Telegraph Company,	6.8	6.8

Gauge of track, ... 4 ft. 8 1-2 in.

CHESTNUT HILL RAILROAD COMPANY.

Date of organization: Charter approved April 10, 1848.
By what authority incorporated: Special act of the State of Pennsylvania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. W. Colket,	202 Walnut Place, Philadelphia,	Second Monday in January, 1895.
C. Stuart Patterson,	600 Girard B'd'g, Philadelphia,	do.
E. H. Well,	S. W. corner 4th and Chestnut streets, Philadelphia.	do.
W. S. Wilson,	132 South 3d street, Philadelphia,	do.
Lewis Elkin,	1119 Walnut street, Philadelphia,	do.
C. Howard Colket,	1534 Walnut street, Philadelphia,	do.
J. Sergeant Price,	709 Walnut street, Philadelphia,	do.
Ell Kirk Price,	709 Walnut street, Philadelphia,	do.
Samuel Y. Heebner,	Summit avenue, Chestnut Hill,	do.
Charles C. Slifer,	Flourtown, Montgomery county, Pa.	do.
Charles Schaffer,	1309 Arch street, Philadelphia,	do.
Thomas McKean,	153 Dock street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors Second Monday in January, 1894.
Postoffice address of general office: 132 South Third St., Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal (12th and Market St.), Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. W. Colket,	202 Walnut Place, Philadelphia.
Secretary, Treasurer,	W. W. Stephens,	132 South Third street, Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Chestnut Hill railroad,	Germantown,	Chestnut Hill,	The Philadelphia and Reading Railroad Co.	4	4

The Chestnut Hill Railroad was leased to the Philadelphia and Reading Railroad Company on December 2, 1870, for a term of 999 years, at an annual rental of $14,478.00, being 12 per cent. of 2,413 shares at a par value of $50 per share, together with an annual payment of $2,000.00 for the purpose of maintaining the corporate organization of the company. All questions unanswered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Lands owned (old accounts),	$15,505 98	Capital stock,	$120,650 00
Road,	105,144 02	Current liabilities,	243 00
Cash and current assets,	243 00		
Total,	$120,893 00	Total,	$120,893 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: No debt.

CLARION RIVER RAILROAD COMPANY.

Date of organization: December 17, 1889.
By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Hyde,	Ridgway, Pa.,	Second Monday in January, 1895.
J. K. Gardner,	Ridgway, Pa.,	do.
W. H. Osterhout,	Ridgway, Pa.,	do.
J. K. P. Hall,	Ridgway, Pa.,	do.
Andrew Kaul,	St. Mary's, Pa.,	do.
H. A. Hall,	Ridgway, Pa.,	do.
Wilson Kistler,	Lock Haven, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Ridgway, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Hyde,	Ridgway, Pa.
Vice President,	J. K. Gardner,	do.
Secretary, Treasurer,	J. K. P. Hall,	do.
Chief Engineer,	B. E. Wellendorf,	do.
Gen'l Solicitor, Attorney or Counsel,	H. A. Hall,	do.
Auditor,	C. W. Stewart,	do.
General Manager.	H. A. Hall,	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To	Total mileage of road.	Total mileage of road in Pennsylvania.
Clarion River Railway Company, . .	Croyland, Pa., R. & C. Div., P. & E. Div., P. R. R.	Hallton, Elk county, Pa.	12	12

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$136,976 49	Capital stock,	$120,000 00
Cost of equipment,	16,249 78	Current liabilities,	16,000 00
Cash and current assets,	3,738 29	Profit and loss,	20,964 47
Total,	$156,964 47	Total,	$156,964 47

CONTRACTS, AGREEMENTS, ETC.

Mail contract: The usual contract for carrying mails by railroads.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4
Trestles:		
Number,	5	5
Aggregate length (feet),	1,000	1,000

Gauge of track, ... 4 ft. 8 1-2 in.

CLEARFIELD AND MAHONING RAILWAY COMPANY.

Date of organization: May 31, 1892.

By what authority incorporated: Incorporated under the general railroad law, Act of Assembly approved April 4, 1868, and the acts supplementary thereto.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrian Iselin, Jr.,	No. 36 Wall St., New York City.	Second Monday January, 1895.
C. O. D. Iselin,	No. 36 Wall St., New York City,	do. do.
J. J. Mezgar,	No. 36 Wall St., New York City,	do. do.
J. H. Hocart,	No. 36 Wall St., New York City,	do. do.
Oscar Grisch,	No. 36 Wall St., New York City,	do. do.
J. H. Ralph,	Bradford, Pa.,	do. do.
A. S. Grosh,	Ridgway, Pa.,	do. do.
A. E. Patton,	Curwensville, Pa.,	do. do.
W. W. Arms,	Ridgway, Pa.,	do. do.
J. B. Merris,	DuBois, Pa.,	do. do.
F. E. Bible,	Ridgway, Pa.,	do. do.
Jno. G. Whitmore,	Ridgway, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Ridgway, Pa.
Operated by Buffalo, Rochester and Pittsburgh Railway Company, Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Grosh,	Ridgway, Pa.
Vice President,	F. E. Bible,	Ridgway, Pa.
Secretary,	Jno. G. Whitmore,	Ridgway, Pa.
Treasurer,	Adrian Iselin, Jr.,	36 Wall St., New York City.
Chief Engineer,	J. M. Floesch,	DuBois, Pa.
Gen'l Solicitor, Att'y or Counsel.	C. H. M'Cauley,	Ridgway, Pa.
Auditor,	Jno. F. Dinkey,	Rochester, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Clearfield and Mahoning Railway Company.	Jefferson Line or DuBois Junction, Pa.	Clearfield, Pa.	Buffalo, Rochester and Pittsburgh Railway.	25.87	25.87

Lease: Clearfield and Mahoning Railway Company to Buffalo, Rochester and Pittsburgh Railway Company. Dated January 3, 1893. Recorded in Clearfield county, Pa., in miscellaneous book "M," page 7, 8, etc., on March 14, 1893.

Lease of all and singular the railway of the C. & M. Railway Company, which extends from Jefferson line in Clearfield county, Pa., to connection with Beech Creek Railroad, at Clearfield, Pa. Also all lands, real estate, rights of way, railway tracks, bridges, culverts, fences, depots, tanks, turn-tables, shops, buildings, structures, cars, rolling stock, fixtures, locomotives, engines, etc.

Annual rental shall be:

1. $39,000.00 payable semi-annually, January 1, and July 1, for benefit of holders of $650,000.00 capital stock, and

2. $32,500.00, or the amount of interest on the $650,000.00. First mortgage bonds, payable semi-annually, January 1, and July 1.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,246,478 63	Capital stock	$650,000 00
Cost of equipment	98,000 00	Funded debt	650,000 00
		Current liabilities	44,478 63
Total	$1,344,478 63	Total	$1,344,478 63

CHARACTERISTICS OF ROAD.

Gauge of track ..... 4 ft. 8 1-2 in

CLEVELAND AND PITTSBURGH RAILROAD COMPANY.

Date of organization: Mareh, 1836.

By what authority incorporated: Reference made to acts of the charter furnished with former reports.

Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
R. F. Smith	Cleveland, O.	J. T. Brooks	Salem, O.
J. V. Painter	Cleveland, O.	Geo. B. Roberts	Philadelphia, Pa.
E. R. Perkins	Clevrland, O.	H. Darlington	Pittsbnrgh, Pa.
M. A. Hanna	Cleveland, O.	Chas. Lanier	New York, N. Y.
H. C. Ranney	Cleveland, O.	W. C Egleston	New York, N. Y.
E. A. Fergnson	Cincinnati, O.	J. S. Kennedy	New York, N. Y.

Date of last meeting of stockholders for election of directors: January 3, 1894.

Postoffice address of general offiee: Cleveland, Ohio.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	R. F. Smith	Cleveland, O.
Vice President	J. V. Painter	do.
Secretary, Treasurer	G. A. Ingersoll	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Cleveland and Pittsburgh.	Cleveland.	Yellow Creek.	Pennsylvania	198.34	15.00
	Bayard	New Philadelphia.			
	Rochester	Bellaire.			

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$14,747,777 27	Capital stock,	$11,242,528 62
Cost of equipment,	3,905,786 01	Funded debt,	7,984,500 00
Cash and current assets,	359,570 87	Current liabilities,	352,478 88
Other assets:		Accrued interest on funded debt not yet payable,	26,835 75
Sinking fund, $1,872,500 00		Betterments,	11,960 73
Sundries, 1,120,213 39		Profit and loss,	2,382,543 56
	2,992,713 39		
Total,	$22,005,847 54	Total,	$22,005,847 54

IMPORTANT CHANGES DURING THE YEAR.

$307,000.00 general mortgage bonds, series B, issued.
$7,000.00 C. & E. bonds, series A, retired.
$300,000.00 net increase in bonded indebtedness.

CLEVELAND AND PITTSBURGH RAILROAD COMPANY—OPERATED BY THE PENNSYLVANIA COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cleveland and Pittsburgh Railroad,	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
River Division,	Yellow Creek, O.,	Bellaire, O.,	43.44	. . . . .
Tuscarawas Branch,	Bayard, O.,	New Philadelphia, O.,	31.10	. . . . .
Pittsburgh, Ft. Wayne and Chicago Railroad.	Rochester, Pa.,	Pittsburgh, Pa.,	*25.64	25.64
Total mileage operated,	. . . . .	. . . . .	223.98	40.57

*Used jointly under trackage rights.

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for the transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Sleeping, Parlor and Dining Car Companies: Pullman's Palace Car Company furnishes its cars for use over this road, maintaining the same and collecting from passengers 25c to $1.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

Freight or Transportation Companies or Lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Other Railroad Companies: Rentals are received and paid under contracts with other companies, as shown.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on line of Cleveland and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted The Traveler's Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	39	4
Number iron,	78	6
Number wooden,	17	. . . . .
Trestles:		
Number,	1	. . . . .
Aggregate length (feet),	27	. . . . .
Tunnels:		
Number,	4	. . . . .
Maximum length,	994½	. . . . .
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company.	191.3	14.9
Miles of wire operated by this company, jointly with Western Union Telegraph Company.	536.2	44.7
Miles of line operated by Western Union Telegraph Company,	7.9	. . . . .
Miles of wire operated by Western Union Telegraph Company,	671.1	59.6
Gauge of track,		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: Should be reported by the C. & P. R. R. Co.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Green Line (for oil traffic).

COLEBROOKDALE RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Pennsylvania, act of March 23, 1865.

Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Theo. Voorhees,	Philadelphia, Pa.,	Third Monday in January, 1895.
D. Jones,	Philadelphia, Pa.,	do. do.
A. J. Anteo,	Philadelphia, Pa.,	do. do.
Jos. F. Sinnott,	Philadelphia, Pa.,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.
W. G. Brown,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 22, 1894.

Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. L. Bailey,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Colebrookdale Railroad,	Pottstown,	Barto,	Philadelphia and Reading Railroad.	12.80	12.80

Leased to the Philadelphia and Reading Railroad Company, January 17, 1870, for 20 years from January 1, 1870.

Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$672,341 93	Capital stock,	$297,215 00
Cash and current assets,	11,447 25	Funded debt,	600,000 00
Profit and loss,	589,176 03	Current liabilities,	372,750 21
		Accrued interest on funded debt not yet payable.	3,000 00
Total,	$1,272,965 21	Total,	$1,272,965 21

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	11	11
Trestles:		
Number,	10	10
Aggregate length (feet),	1,781	1,781
Telegraph:		
Miles of line operated by P. R. and P. Tel. Co.,	13	13
Miles of wire operated by P. R. and P. Tel. Co.,	13.7	13.7

Gauge of track, ... 4 ft. 8 1-2 in.

COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Date of organization: July 17, 1890.

By what authority incorporated: Washington and Maryland Line Railroad Company, organized May 19, 1857, under the authority of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 12, 1856.

Name changed to Columbia and Maryland Line Railroad Company, under authority of a supplement to the above act, approved March 29, 1860; and of a further supplement to said act approved April 1, 1863.

Name again changed to Columbia and Port Deposit Railroad Company, under authority of an Act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1864.

Postoffice address of general office: Cleveland, Ohio.

Columbia and Port Deposit Railroad Company (of State of Maryland), incorporated by Act of the General Assembly of the State of Maryland, February 20, 1858, Chapter 103.

Supplementary Act of General Assembly of State of Maryland enacted at January Session, 1864, Chapter 31.

Consolidation of the railroads in Pennsylvania and Maryland, effected June 1, 1864, under the name of the Columbia and Port Deposit Railroad Company, by authority of Act of General Assembly of the Commonwealth of Pennsylvania, April 4, 1864, and Act of General Assembly of State of Maryland, February 20, 1858, Chapter 103.

Columbia and Port Deposit Railroad sold under foreclosure of mortgage March 4, 1890, and purchased by George Kugler, who organized two companies, as follows:

May 21, 1890, the Columbia and Port Deposit Railroad Company, for the portion of the road in the State of Pennsylvania, under the authority of the Acts of the General Assembly of the Commonwealth of Pennsylvania, approved May 25, 1878, and May 31, 1887.

May 23, 1890, the Port Deposit Railroad Company, for the portion of the road in the State of Maryland, under the provisions of the Code of Public General Laws of the State of Maryland.

The two railroad companies aforesaid, namely, the Columbia and Port Deposit Railway Company of Pennsylvania, and the Port Deposit Railroad Company of Maryland, were consolidated May 29, 1890, under the name, style and title of the Columbia and Port Deposit Railway Company, under the laws of the Commonwealth of Pennsylvania and the State of Maryland.

The agreement of consolidation and merger being filed in the office of the Secretary of the State of Maryland June 21, 1890, and in the office of the Secretary of the Commonwealth of Pennsylvania July 17, 1890.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia, Pa.,	May 6, 1895.
John P. Green,	Philadelphia, Pa.,	do.
Jacob Tome,	Port Deposit, Md.,	do.
Henry D. Welsh,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Philadelphia, Pa.,	do.
Samuel Rea,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: 233 South Fourth street, Philadelphia.

Postoffice address of operating company: 233 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Pugh,	Philadelphia, Pa.
Secretary, Treasurer,	James A. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Columbia and Port Deposit Railway Company.	Columbia, Pa.	Perryville. Md.	Pennsylvania Railroad Company.	43.53	28.97

Agreement dated July 1, 1890.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances, and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

2. To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

3. To pay over any moneys remaining, after deducting the expenses and charges in Section No. 2 hereof recited, to the treasurer of this company.

4. This arrangement to be terminable at the option of either party thereto upon thirty days' notice given in writing to the other party of its desire to terminate the same.

Trackage contract dated July 23. Trackage contract with the Philadelphia and Baltimore Central Railroad Company, allowing that company the use of the railroad tracks owned by the Columbia and Port Deposit Railway Company, from Octorara Junction to Port Deposit, a distance of about four miles, and the tracks of the Port Deposit to Perryville, now owned by the Columbia and Port Deposit Railway Company, three and seven-tenths miles, for the term of one year from July 1, 1890, and from year to year thereafter, at the option of either party, upon six months' notice in writing by either party of its desire to terminate the same, at a rental of $4,000 per annum, which is to be included in gross earnings.

The portion of the road from Octorara Junction to Perryville, is operated jointly by the Philadelphia and Baltimore Central Railroad Company, and the Pennsylvania Railroad Company, agent of the Columbia and Port Deposit Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,811,170 06	Capital stock,	$1,600,000 00
Cash and current assets,	231,075 16	Funded debt,	1,800,000 00
		Current liabilities,	970 00
		Profit and loss,	241,275 22
Total,	$3 042,245 22	Total,	$3,042,245 22

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	18	14
Number iron,	7	3
Number wooden,	7	5
Telegraph:		
Miles of line owned by this company,	42.53	28.97
Miles of wire owned by this company,	87.06	57.94
Miles of line operated by the Pennsylvania Railroad Company,	51.53	28.97
Miles of wire operated by the Pennsylvania Railroad Company,	103.86	57.94

Gauge of track, 4 feet 8 1-2 inches and 4 feet 9 inches.

CONNECTING RAILWAY COMPANY.

Date of organization: Incorporated April 4, 1863.
By what authority incorporated: Act of April 4, 1863, May 7, 1864, March 14, 1865, April 6, 1867 and March 26, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	January 11, 1895.
Wm. A. Patton,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 12, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Connecting Railway,	Frankford Junction.	Mantua,	Pennsylvania Railroad Company.	6.75	6.75

Leased to the Philadelphia and Trenton Railroad Company (which is leased to the Pennsylvania Railroad Company), dated January 1, 1868, for 999 years from February 18, 1863. Rental is equivalent to 6 per cent. per annum dividend on capital stock. Six per cent. interest on outstanding bonds and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,381,651 01	Capital stock,	$1,278,300 00
Cash and current assets,	4,137 45	Funded debt,	991,000 00
		Current liabilities,	1,116,488 46
Total,	$3,385,788 46	Total,	$3,385,788 46

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	7	7
Number iron,	12	12
Tunnels:		
Number,	1	1
Maximum lengtb (feet),	495	495
Minimum length (feet),	495	495
Aggregate length of all tunnels (feet),	495	495
Telegraph:		
Miles of line owned by this company,	6.75	6.75
Miles of wire owned by this company,	85.76	85.76
Miles of line operated by the Pennsylvania Railroad Company,	12.75	12.75
Miles of wire operated by tbe Pennsylvania Railroad Company,	85.76	85.76

Gauge of track, 4 feet 8 1-2 inches and 4 feet 9 inches.

CORNWALL RAILROAD COMPANY.

Date of organization: May 25, 1850.
By what authority incorporated: General Railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. C. Freeman,	Cornwall, Pa.,	January 7, 1895.
E. C. Freeman,	Cornwall, Pa.,	do.
R. P. Alden,	Cornwall, Pa.,	do.
D. S. Hammond,	Lebanon, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. C. Freeman,	Cornwall, Pa.
Vice President,	R. P. Alden,	Lebanon, Pa.
Secretary,	D. S. Hammond,	Lebanon, Pa.
Treasurer,		
Gen'l Solicitor, Att'y or Counsel,	H. C. Shirk,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Cornwall Railroad.	Lebanon, Pa., ...	Mt. Hope, Pa., ...	12.67	12.67

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$677,694 45	Capital stock, ...	$400,000 00
Cost of equipment, ...	189,941 41	Current liabilities, ...	20,000 00
Lands owned, ...	44,419 10	Profit and loss.	523,667 75
Cash and current assets, ...	31,612 79		
Total, ...	$943,667 75	Total, ...	$943,667 75

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: The Cornwall Railroad Company receives 10 cents per 100 pounds for through and 20 cents per 100 pounds for local express matter carried on its line.

Mails carried from Lebanon to Cornwall and Mount Hope for an annual compensation of $502.28.

CHARACTERISTICES OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	8	8
Number iron.	13	13
Number wooden, ...	4	4
Telegraph:		
Miles of line owned by this company, ...	14	14
Miles of wire owned by this company	14	14

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Lebanon station property of Philadelphia and Reading Railroad Company.

CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1882.

By what authority incorporated: Laws of Pennsylvania, Act of April 4, 1868, and its supplements.

If a consolidated company, name the constituent companies: Colebrook Valley Railroad Company, chartered January, 1881; Cornwall and Lebanon Railroad Company, chartered February 28, 1882; Lebanon Belt Railway Company, chartered March 21, 1889.

Consolidated: Colebrook Valley Railroad Company and Cornwall and Lebanon Railroad Company, May 24, 1886, Cornwall and Lebanon Railroad Company and Lebanon Belt Railway Company, December 17, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Grant Weidman,	Lebanon, Pa.,	January, 1895.
John Meily,	Lebanon, Pa.,	do.
J. H. Redsecker,	Lebanon, Pa.,	do.
A. Hess,	Lebanon, Pa.,	do.
Chas. W. Few,	Lebanon, Pa.,	do.
C. Shenk,	Lebanon, Pa.,	do.
H. N. Paul,	517 Chestnut St., Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Lebanon, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Archibald Rogers.	Hyde Park, N. Y.
Vice President,	Henry T. Kendall,	Reading, Pa.
Secretary,	Allen D. Hoffer,	Lebanon, Pa.
Treasurer,		
Gen'l Solicitor, Att'y or Counsel,	Grant Weidman,	Lebanon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cornwall and Lebanon Railroad Company,	Conewago,	Lebanon,	21.66	21.66
Cornwall and Lebanon Branch,	Cornwall.	Ore Banks,	1.17	1.17
Cornwall and Lebanon Branch,	Lebanon,	North Lebanon,	0.34	0.34
Cornwall and Lebanon Branch,	Lebanon,	East Lebanon,	1.72	1.72
Total mileage operated.			24.89	24.89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,384,805 00	Capital stock,	$800,000 00
Cost of equipment,	193,338 64	Funded debt,	800,000 00
Lands owned,	30,250 00	Current liabilities,	34,360 62
Cash and current assets,	31,526 33	Profit and loss,	5,559 35
Total,	$1,639,919 97	Total,	$1,639,919 97

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: On local matter, 20 cents per 100 pounds; on New York and Philadelphia matter, 10 cents per 100 pounds.

United States Mail: $702.36 per year.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	25	25
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	308	308
Telegraph:		
Miles of line owned by this company,	22	22
Miles of wire owned by this company,	38	38
Miles of line operated by this company,	22	22
Miles of wire operated by this company,	38	38

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Anchor Line and Empire Line.

CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Date of organization: April 2, 1890.

If a consolidated company, name the constituent companies: Confluence and State Line Railroad company. State Line and Oakland Railway Company. Merged April 2, 1890, under the name of the Confluence and Oakland Railroad Company.

Operated by the Baltimore and Ohio Railroad Company.

6-9-94.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King,	Philadelphia, Pa.,	December 12, 1894.
W. H. Addicks,	do.	do.
Theo. Frothingham,	do.	do.
Geo. J. Lincoln,	do.	do.
J. Bayard Henry,	do.	do.
Jos. U. Crawford,	do.	do.
Edward D. Toland,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Thos. M. King,	Philadelphia, Pa.
Secretary,	J. B. Washington,	Pittsburgh, Pa.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Confluence and Oakland Railroad Company.	Confluence and Oakland Junction, Pa.	Manor Lands, Md.	Baltimore and Ohio Railroad Company.	19.70	12.50

The Confluence and Oakland Railroad was leased to the Baltimore and Ohio Railroad Company by indenture dated May 1, 1890, for the term of 999 years from November 1, 1889.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$231,398 83	Capital stock,	$200,000 00
Profit and loss,	234,279 91	Funded debt,	200,000 00
		Current liabilities.	65,678 74
Total.	$465,678 74	Total,	$465.678 74

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	6	2
Telegraph:		
Miles of line operated by Western Union Telegraph Company.	20	12.50
Miles of wire operated by Western Union Telegraph Company.	40	25

Gauge of track, ... 4 ft. 8 3-4 in.

COUDERSPORT AND PINE CREEK RAILROAD COMPANY.

Date of organization: December 20, 1889.
By what authority incorporated: Common law.
Operated by the Coudersport and Port Allegany Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted,	Coudersport, Pa.,	January 12, 1895.
J. B. Benson,	Coudersport, Pa.,	do.
M. S. Thompson,	Coudersport, Pa.,	do.
R. L. Nichols,	Coudersport, Pa.,	do.
B. D. Hamlin,	Smethport, Pa.,	do.
B. A. McClure,	Coudersport, Pa.,	do.
C. S. Carey,	Olean, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1894.
Postoffice address of general office: Coudersport, Pa.
Postoffice address of operating company: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	James L. Knox,	Coudersport, Pa.
Vice President,	C. S. Carey,	Olean, N. Y.
Secretary,	A. B. Mann,	Coudersport, Pa.
Treasurer,	W. K. Jones,	Coudresport, Pa.
Chief Engineer,	B. A. McClure,	Coudersport, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Coudersport and Pine Creek Railroad.	Coudersport,	Sweden Valley.	Coudersport and Port Allegany Railroad.	.05	.05

GENERAL BALANCE SHEET.

DR.		CR	
Cost of road,	$51,500 00	Capital stock,	$51,500 00
Total,	$51,000 00	Total,	$51,500 00

CONTRACTS, AGREEMENTS, ETC.

Coudersport and Port Allegany Railroad Company leases the road at 12 per cent on capital stock.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	2	2
Aggregate length (feet)	1,100	1,100
Telegraph:		
Miles of line owned by this company	5	5
Miles of wire owned by this company	5	5

Gauge of track, ... 4 ft. 8 1-2 in.

COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May, 1882.
By what authority incorporated: Common law.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. G. Olmsted	Coudersport, Pa.	December, 1895.
J. B. Benson	Coudersport, Pa.	do.
M. S. Thompson	Coudersport, Pa.	do.
R. L. Nichols	Coudersport, Pa.	do.
B. D. Hamlin	Smethport, Pa.	do.
H. C. Blakeslee	Olean, N. Y.	do.
C. S. Carey	Olean, N. Y.	do.

Date of last meeting of stockholders for election of directors: January 12, 1894.
Postoffice address of general office: Coudersport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James L. Knox	Coudersport, Pa.
Vice President	C. S. Carey	Olean, N. Y.
Secretary	A. B. Mann	Coudersport, Pa.
Treasurer	W. K. Jones	Coudersport, Pa.
Chief Engineer	B. A. McClure	Coudersport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Coudersport and Port Allegany	Coudersport	Port Allegany	17	17
Coudersport and Pine Creek Railroad	Coudersport	Sweden Valley	5	5
Total mileage operated			22	22

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Coudersport and Pine Creek Railroad.	Coudersport,	Sweden Valley.	Coudersport and Port Allegany Railroad.	5	5

Leased to the Coudersport and Port Allegany Railroad on a guarantee of 12 per cent. on capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$215,018 00	Capital stock,	$200,000 00
Cost of equipment,	69,950 00	Funded debt,	75,000 00
		Profit and loss,	9,968 00
Total,	$284,968 00	Total,	$284,968 00

CONTRACTS, AGREEMENTS, ETC.

American Express: One and one-half first-class freight rates all classes.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Trestles:		
Number,	2	2
Aggregate length (feet),	210	210
Telegraph:		
Miles of line owned by this company,	17	17
Miles of wire owned by this company,	17	17
Miles of line operated by this company,	22	22

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Road bonded.

CRESSON AND CLEARFIELD COUNTY AND NEW YORK SHORT ROUTE RAILROAD.

Date of organization: December 19, 1882.
By what authority incorporated: General law April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	January 7, 1895.
John P. Green,	Philadelphia,	do.
Robert H. Groff,	Philadelphia,	do.
Enoch Lewis	Philadelphia,	do.
D. S. Newhall,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
Robert Pitcairn.	Pittsburgh,	do.
Charles E. Pugh,	Philadelphia,	do.
C. A. Vernon,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood.	Philadelphia,	do.
George T. Bliss,	New York, N. Y..	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Cresson and Clearfield County and New York Short Route Railroad.	Cresson,	Irvona,	Pennsylvania Railroad Company.	26.67	26.67
Branches,			Pennsylvania Railroad Company.	2.02	2.02
Total mileage,				28.69	28.69

Leased to the Pennsylvania Railroad Company, dated January 2, 1893, for 99 years from that date. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,829,082 35	Capital stock	$1,000,000 00
Cash and current assets	57,164 07	Funded debt	750,000 00
Profit and loss	73,173 88	Current liabilities	209,420 30
Total	$1,959,420 30	Total	$1,954,420 30

IMPORTANT CHANGES DURING THE YEAR.

The property and franchise of this company were sold under foreclosure proceedings on May 9, 1894, but under directions of the purchasers, the business of the road is reported herein up to and including June 30, 1894. It was at that date re-organized under the laws of Pennsylvania as the Cresson and Irvona Railroad Company, and any report of business subsequent to that date would be required of that company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	1	1
Number wooden	18	18
Telegraph:		
Miles of line owned by this company	26.89	26.89
Miles of wire owned by this company	26.89	26.89
Miles of line operated by the Pennsylvania Railroad Company	53.78	53.78
Miles of wire operated by the Pennsylvania Railroad Company	80.67	80.67

Gauge of track ..... 4 ft. 9 in.

CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania, April 2, 1831.

By what authority incorporated: Laws of Pennsylvania, Act April 2, 1831; supplemental acts April 15, 1835, February 18, 1836, February 21, 1836, March 17 and 31, 1836, April 14, 1838, April 14, 1845, April 10 and 21, 1846, February 15, 1848, March 7, 1849, April 15, 1851, May 4, 1852, April 1, 1856, March 30, 1858, May 1, 1861 and March 22, 1865.

If a consolidated company, name the constituent companies: The Franklin Railroad Company was consolidated with the Cumberland Valley Railroad Company, June 1, 1865.

The Franklin Railroad Company was incorporated by act of the Pennsylvania Legislature, March 12, 1832. Supplemental acts June 13, 1836, April 1, 1852, January 28 and March 17, 1853, April 9, 1856, May 12, 1857, February 2, 1859; Also, by act of Maryland Legislature January 16, 1837. Supplemental acts May 12, 1853, March 6, 1856, May 12, 1857, and April 4, 1870.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Thomas B. Kennedy	Chambersburg, Pa.	October 1, 1894.
Geo. B. Roberts	Philadelphia, Pa.	do.
John Stewart	Chambersburg, Pa.	do.
A. J. Cassatt	Haverford, Pa.	do.
John P. Green	Philadelphia, Pa.	do.
J. Herman Bosler	Carlisle, Pa.	do.
H. H. Houston	Philadelphia, Pa.	do.
M. C. Kennedy	Chambersburg, Pa.	do.
Edw. B. Watts	Carlisle, Pa.	do.
Henry D. Welsh	Philadelphia, Pa.	do.
Spencer C. Gilbert	Harrisburg, Pa.	do.

Date of last meeting of stockholders for election of directors: October 2, 1893.

Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Vice President,	M. C. Kennedy,	do.
Secretary,	W. M. Biddle,	do.
Treasurer,		
Engineer,	Thos. J. Brereton,	do.
Auditor,	W. L. Richey,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Cumberland Valley Railroad,	Harrisburg, Pa.,	West Virginia State Line.	82.18	68.20
Dillsburg and Mechanicsburg Railroad.	Junction with Cumberland Valley Railroad.	Dillsburg, Pa.,	7.70	7.70
South Pennsylvania Railway and Mining Company.	Junction with Cumberland Valley Railroad.	Mercersburg, Pa.,	13.60	13.60
South Pennsylvania Railway and Mining Company.	Mercersburg Junction, Pa.	Richmond, Pa.,	7.80	7.80
Cumberland Valley and Martinsburg Railway Company.	West Virginia State Line.	Winchester, Va.,	33.65	.....
Total mileage operated,			144.93	97.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,087,993 27	Capital stock,	$1,777,850 00
Bonds of other companies owned,	140,500 00	Funded debt,	270,500 00
Stocks of other companies owned,	67,502 00	Current liabilities,	106,842 19
Cash and current assets,	327,473 34	Profit and loss,	468,276 42
Total,	$2,623,468 61	Total,	$2,623,468 61

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company: Railroad Company furnish motive power and cars, for which the Express Company pays 40 per cent. of its receipts.

United States Government: For the transportation of mail in cars owned by Railroad Company, compensation is as follows, from July 1, 1893, to July 1, 1897, Harrisburg, Pa., to Winchester, Va., $147.92 per mile per annum; Mechanicsburg, Pa., to Dillsburg, Pa., $52.16, per mile per annum; Marion, Pa., to Richmond, Pa., $79.52 per mile per annum; Mercersburg Junction, Pa., to Mercersburg, Pa., $77.81, per mile per annum.

Connecting railroads for the mutual interchange of traffic, settlement for which is made monthly upon the basis of distance carried by each.

Western Union Telegraph Company: At several points through which the telegraph line passes, the railroad company furnishes office facilities and receives one-half the telegraph receipts.

The railroad of the South Penn Railway and M. Company, the Dillsburg and Mechanicsburg Railroad and the Cumberland Valley and Martinsburg Railroad, branch lines of the Cumberland Valley Railroad, are operated by the latter company, under lease, the terms of which provide that the receipts from operation shall first be applied to cost of maintaining, keeping and perpetuating the properties and equipment used thereon and all other expenses of operation, including taxes, insurance, etc., balance remaining to be paid to the lessor companies.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	9	5
Number iron	44	24
Number wooden	5	. . . . .
Trestles:		
Number	1	. . . . .
Aggregate length (feet)	214	. . . . .
Telegraph:		
Miles of line owned by this company	54	12
Miles of wire owned by this company	208	154
Miles of line operated by this company	54	12
Miles of wire operated by this company	208	154
Miles of line operated by the Western Union Telegraph Company	74	. . . . .
Miles of wire operated by the Western Union Telegraph Company	658	. . . . .

Gauge of track, ... 4 ft 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Harrisburg Passenger Station owned by Pennsylvania Railroad Company

DELAWARE AND HUDSON CANAL COMPANY.

As understood by the officers of the company, the blank form prescribed by the Department of Internal Affairs, contemplates the report of the capital stock, debt and operations of the railroads of the company in Pennsylvania.

This company owns or leases and operates a number of railroads in other states and a canal partly in Pennsylvania and partly in New York, and it also owns coal lands in Pennsylvania from which it mines coal. Its railroads in Pennsylvania were built and are used chiefly for the transportation to market of the company's coal. For these and other reasons, it is impossible to make an entirely accurate and satisfactory return of the affairs of those lines as separated from the other lines and business of the company.

The whole capital stock and indebtedness of the company are given, as they cannot be separated, and any part thereof applied to any particular part of the company's property. The receipts given are those of the Pennsylvania Railroad, and not including the transportation of the company's own property, while the expenses necessarily include the entire cost of operating the line.

Date of organization: April 23, 1823.

By what authority incorporated: State of New York and recognized by the Commonwealth of Pennsylvania.

Statutes and amendments of the state of New York: April 7, 1824; November 19, 1824; April 20, 1825; March 10, 1827; May 2, 1829; February 12, 1830; April 17, 1830; April 17, 1832; November 25, 1863; May 9, 1867; May 7, 1872; June 1, 1880; April 23, 1883; May 7, 1886.

Statutes and amendments by the Commonwealth of Pennsylvania: March 13, 1823; April 1, 1825; June 2, 1825; April 5, 1826; November 24, 1828; March 23, 1830; April 11, 1838; April 30, 1852; April 7, 1858; March 12, 1859; April 11, 1861; April 18, 1861; September 20, 1866; April 13, 1868; March 24, 1870; May 12, 1871; May, 1871; April 15, 1869. Chap. VIII, 1826.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Roosevelt,	New York City,	Second Tuesday in May, 1895.
Robt. M. Olyphant,	New York City,	do. do.
Wm. H. Tillinghast,	New York City,	do. do.
Alfred Van Santvoord,	New York City,	do. do.
James A. Roosevelt,	New York City,	do. do.
Alexander E. Orr,	New York City,	do. do.
Cornelius Vanderbilt,	New York City,	do. do.
Chauncey M. Depew,	New York City,	do. do.
Benjamin Brewster,	New York City,	do. do.
James W. Alexander,	New York City,	do. do.
John A. Stewart,	New York City,	do. do.
James R. Taylor,	New York City,	do. do.
Horace G. Young,	Albany, N. Y.,	do do.

Date of last meeting of stockholders for election of directors: May 8, 1894.
Postoffice address of general office: New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Pres dent.	Robert M. Olyphant,	New York City.
Vice-President,	James Roosevelt,	New York City.
Second Vice President,	Horace G. Young,	Albany, N. Y.
Secretary,	F. Murray Olyphant,	New York City.
Treasurer,	C. A. Walker,	New York City.
Chief Engineer,	A. J. Swift,	Albany, N. Y.
Gen'l Solicitor, Att'y or Counsel,	David Wilcox,	New York City.
Auditor,	S. T. S. Henry,	New York City.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
MAIN LINE OWNED.				
Lackawanna and Susquehanna Railroad.	Nineveh, N. Y.,	Jefferson Jc., Pa.,	22.01	4.36
Valley Railroad,	Carbondale, Pa.,	Scranton, Pa.,	16.77	16.77
Branches and spurs owned,	Collieries,	Main Line,	1.80	1.80
OPERATED UNDER LEASE OR TRACKAGE CONTRACT.				
Northern Coal and Iron Company,	Green Ridge, Pa.,	Plymouth, Pa.,	21.98	21.98
Jefferson Railroad,	Jefferson Jc., Pa.,	Carbondale, Pa.,	34.60	34.60
Delaware, Lackawanna and Western Railroad.	Scranton, Pa.,	Scranton, Pa.,	.44	.44
Nanticoke Railroad,	Mill Creek, Pa.,	Wilkes-Barre, Pa.,	2.40	2.40
Lehigh Valley Railroad,	Wilkes-Barre, Pa.,	South Wilkes-Barre,	1.62	1.62
Lackawanna and Bloomsburg Railroad.	Plymouth, Pa.,	Bull Run, Pa.,	.78	.78
Gravity railroad owned,	Olyphant, Pa.,	Honesdale,	26.31	26.31
	Honesdale, Pa.,	Olyphant, Pa.,	29.92	29.92
Total mileage operated,			158.63	140.98

GENERAL BALANCE SHEET, DEC. 31, 1893.

DR.			CR.		
Canal		$6,139,210 49	Capital stock		$30,000,000 00
Railroad and equipment		9,755,915 69	Bonds:		
Real estate	$5,621,575 30		1894	$4,829,000 00	
Real estate Northern Coal and Iron Company	5,960,873 88		1917	5,000,000 00	
		11,582,449 18			9,829,000 00
Mine improvements		2,672,423 27	Interest and dividends payable January 1, 1894		444,900 00
Mine fixtures and equipment		444,019 79	Dividends, interest and bonds unpaid		138,322 83
Boats, barges and steamboats		817,519 46	Surplus or dividend fund		7,221,548 32
Coal yards and fixtures		146,416 79			
Lackawanna and Susquehanna Railroad		1,104,497 55			
Cherry Valley, Sharon and Albany Railroad		210,000 00			
New York and Canada Railroad		4,520,977 21			
Schnectady and Mechanicsville Railroad		215,761 46			
Construction, leased lines		625,736 42			
Telegraph lines		18,707 74			
Supplies on hand		1,399,249 13			
Shop, machinery, tools, &c.		399,365 06			
Coal on hand		390,956 01			
Miscellaneous assets, viz:					
Bonds		50,470 00			
Stocks as follows:					
Albany and Susquehanna Railroad, 4,500 shares	$450,000 00				
Rensselaer and Sar'a Railroad, 16,000 shares	1,600,000 00				
Rutland Railroad, 40,000 shares	1,500,000 00				
Sundry stocks	303,172 40				
		3,853,172 40			
Advanced royalties on coal		1,010,295 57			
Cash on hand	$1,584,932 59				
Loans on collateral	166,666 66				
		1,751,599 25			
Bills and accounts receivable	$3,495,966 73				
Less December pay rolls and vouchers payable after January 1	2,970,937 55				
		525,029 18			
Total		$47,633,771 65	Total		$47,633,771 65

CONTRACTS, AGREEMENTS, ETC.

The National Express Company has by contract the right to handle express matter on the line of the road.

Mails are carried at the rate fixed by the Postoffice department.

Joint freight traffic agreements exist with the following named companies, the revenue being divided on the basis of mileage: New York, Lake Erie and Western Railroad Company, Pennsylvania Railroad Company Delaware, Lackawanna and Western Railroad Company, Central Railroad Company of New Jersey, Lehigh Valley Railroad Company, New York, Susquehanna and Western Railroad Company.

Contracts giving this company trackage rights on other roads are in force with the companies named below; New York, Lake Erie and Western Railroad Company (Jefferson Branch), Central Railroad Company of New Jersey (Nanticoke Railroad), Lehigh Valley Railroad Company (through Lehigh Valley Yard at Wilkes-Barre), Delaware, Lackawanna and Western Railroad Company (Plymouth Junction to Bull Run and passenger tracks at Scranton).

A contract with the Central Railroad of New Jersey, gives that company the right to use our tracks between Mill Creek and Union Junction.

An agreement with Delaware, Lackawanna and Western Railroad Company gives that company the right to use our tracks, for coal only, between Vine street, Scranton, and Green Ridge.

An agreement with the Lehigh and Wilkes-Barre Coal Company gives that company trackage rights on our road, for coal only, between South Wilkes-Barre and Plymouth Junction.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLSYLVANIA.
Bridges:		
Number stone	49	38
Number iron	75	75
Trestles:		
Number	24	24
Aggregate length (feet)	4,889	4,889
Telegraph:		
Miles of line owned by this company	149	132
Miles of wire owned by this company	268	253
Miles of line operated by this company	149	132
Miles of wire operated by this company	268	268

Gauge of track (locomotive road), 4 ft. 8 1-2 inches: gauge of track (gravity road), 4 ft. 3 inches: between Valley Junction and Mill Creek the locomotive road has both gauges.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: At Wilkes-Barre, Pa., this company rents the Lehigh Valley Railroad, its passenger depot and tracks, using the same for passenger business only.

At Scranton, Pa., this company uses the passenger depot and tracks approaching thereto of the Delaware, Lackawanna and Western Railroad, paying rental for the same.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.

By what authority incorporated: Special act of Pennsylvania, No. 123, approved March 11, 1853.

If a consolidated company, name the constituent companies: Originally the Liggits Gap Railroad, incorporated by special act of Pennsylvania, approved April 7, 1832. Name changed to Lackawanna and Western Railroad by special act of Pennsylvania, approved April 14, 1851, and consolidated under special act of Pennsylvania, approved March 11, 1853, with the Delaware and Cobbs Gap Railroad (incorporated by special act of Pennsylvania, approved April 7, 1849), under present title.

Road opened from Scranton to Great Bend, October 20, 1851, and from Scranton to Delaware River, May 27, 1856.

The following have since been consolidated with and merged into this company.

Keyser Valley Railroad (incorporated under special act of Pennsylvania, approved March 13, 1865), on December 27, 1865.

Nanticoke Coal and Iron Company (incorporated under special act of Pennsylvania, approved April 13, 1864), on August 12, 1870.

Lackawanna and Bloomsburg Railroad (incorporated under special act of Pennsylvania, approved April 15, 1852), on June 17, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John I. Blair,	Blairstown, N. J.,	One year from last election.
George Bliss,	New York city,	
ercy R vne,	New York city,	
Eugene Higgins,	New York city,	
William W. Astor,	New York city,	
William Rockafeller,	New York city,	
Henry A. C. Taylor,	New York city,	
J. Rogers Maxwell,	New York city,	
George F. Baker,	New York city,	
James Stillman,	New York city,	
Alexander T. Van Nest,	New York city,	
Frank Work,	New York city,	
Hamilton McK. Twombly,	New York city,	
Harris C. Fahnestock,	New York city,	

Date of last meeting of stockholders for election of directors: February 20, 1894.
Postoffice address of general office: 26 Exchange Place, New York City.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	Samuel Sloan,	No. 26 Exchange Place, New York city.
Vice President,	Percy R. Pyne,	No. 26 Exchange Place, New York city.
Second Vice President,	Edwin R. Holden,	No. 26 Exchange Place, New York city.
Third Vice President,	William S. Sloan,	No. 26 Exchange Place, New York city.
Secretary and Auditor,	Fred. F. Chambers,	No. 26 Exchange Place, New York city.
Treasurer,	Fredrick H. Gibbens,	No. 26 Exchange Place, New York city.
Assistant Treasurer,	Arthur D. Chambers,	No. 26 Exchange Place, New York city.
Chief Engineer,	James Archbald,	Scranton, Pa.
Assistant Auditor,	William C. Swift,	No. 26 Exchange Place, New York city.
General Manager,	William F. Hallstead,	Scranton, Pa.
Traffic Manager,	Benjamin A. Hageman,	No. 26 Exchange Place, New York city.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Northern Division.	Scranton, N., ...	Pennsylvania & New York State Line.	50.36	
Southern Division, ...	Scranton, S.	Delaware River, . . .	64.25	
Western Division, ...	Scranton, W., ...	Susquehanna River. .	80.00	
				194.61
Lines Operated Under Lease.				
Morris and Essex, ...	Hudson River, ...	Delaware River. . . .	119.78	
Morris and Essex Extension, ...	M. and E. Junction, .	Patterson, N. J., . .	1.91	
Newark and Bloomfield, ...	Roseville Junction. .	Montclair, N. J.. . .	4.24	
Passaic and Delaware.	Summit Junction. . .	Bernardsville, N. J.,	13.99	
Passaic and Delaware Extension, .	Bernardsville, ...	Gladstone, N. J., . .	7.40	
Chester, ...	Chester Junction, . .	Chester, N. J., ...	10.02	
Warren, ...	Delaware River, . . .	New Hampton Junction, N. J.	18.80	
New York, Lackawanna & Western,	Binghamton, ...	Buffalo, N. Y.. . . .	214.20	6.41
Greene.	Chenango Forks. . . .	Greene, N. Y., . . .	8.10	
Chenango and Susquehanna Valley.	Greene.	Utica, N. Y., ...	97.41	
Cayuga and Susquehanna, ...	Susquehanna River, .	Ithaca, N. Y..	34.41	
Oswego and Syracuse, ...	Syracuse, ...	Oswego, N. Y.. . . .	34.98	
Valley Railroad, ...	Penn'a and New York State Line.	Binghamton, N. Y., .	11.64	
			576.88	
Total mileage operated, . . .	. . . . .	. . . . .	771.49	201.02

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road.	$17,304,961 50		Capital stock, ...	$26,200,000 00
Cost of equipment, .	8,716,146 98		Funded debt.	3,067,000 00
		$26,021,108 48	Current liabilities.	6,947,328 28
Bonds of other companies owned. .		6,672,458 95	Accrued interest on funded debt not yet payable.	71,568 33
Stocks of other companies owned. .		3,819,970 00	Profit and loss, ...	17,835,116 50
Other permanent investments, coal lands, coal yards and improvements, ...		7,759,265 30		
Cash and current assets.		9,848,205 38		
Total, ...		$54,121,008 11	Total, ...	$54,121,008 11

IMPORTANT CHANGES DURING THE YEAR.

Increase in value stocks owned, $175,240.
Increase in value bonds owned, $836,300.

CONTRACTS, AGREEMENTS, ETC.

United States Express Company: Produce Despatch.
United States Postoffice Department.
Pullman Palace Car Company.
Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, Northwest Despatch Fast Freight Line Company, American Refrigerator Transit Company.
Freight connections and junctional points (numbers indicate distances from Hoboken, N. J.)—Bangor and Portland—Portland, Pa., 83. Bath and Hammondsport—Bath, N. Y., 301. Blooms-

burg and Sullivan—Bloomsburg, Pa., 201. Buffalo Creek—East Buffalo, N. Y., 405. Buffalo, Rochester and Pittsburgh—B., R. & P. Junction, N. Y., 365. Central Railroad of New Jersey—Hoboken, N. J. (via float); Lake Junction, N. J., 42; New Hampton, N. J., 72; Phillipsburg, N. J., 80; Port Oram, N. J., 40; Rockaway, N. J., 38; South Wilkes-Barre, Pa., 166; Taylorsville, Pa., 148. Central New York and Western—Wayland, N. Y., 327. Danville and Mt. Morris—Groveland, N. Y., 341. Delaware and Hudson Canal Company—Binghampton, N. Y., 207; Scranton, Pa., 145; Tayville, Pa., 148. Elmira Cortland and Northern—Cortland, N. Y., 250; Elmira, N. Y., 264; Wilseyville, N. Y., 242. Erie and Wyoming—Nay Aug, Pa., 139. Fall Brook—Corning, N. Y., 280. Grand Trunk—Black Rock, N. Y., 414. Lake Shore and Michigan Southern—East Buffalo, N. Y., 405. Lehigh and Hudson—Franklin, N. J., 75. Lehigh Valley—East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Itnaca, N. Y., 261; Phillipsburg, N. J., 80; Pittston, Pa., 154; South Wilkes-Barre, Pa., 166; Waverly, N. Y., 246; Long Island—Hoboken, N. J. (via float). Michigan Central—Black Rock, N. Y., 414, Mount Hope Mineral—Port Oram, N. J., 40. New York and Greenwood Lake—Mountain View, N. J., 21. New York and Putnam—Hoboken, N. J. (via float). New York, Chicago and St. Louis—East Buffalo, N. Y., 405. New York Central and Hudson River—Black Rock, N. Y., 414; Hoboken, N. J. (via float); Syracuse, N. Y., 287; Utica, N. Y., 302. New York, Lake Erie and Western—Bergen Junction, N. J., 2; Binghampton, N. Y., 207; Black Rock, N. Y., 414; East Buffalo, N. Y., 405; Elmira, N. Y., 264; Owego, N. Y., 228; Patterson, N. J., 15. New York, New Haven and Hartford—Hoboken, N. J. (via float). New York, Ontario and Western—Norwich, N. Y., 248; Scranton, Pa., 145; Utica, N. Y., 302. New York, Susquehanna and Western—Bergen Junctlon, N. J., 2; Delaware, N. J., 80; Franklin, N. J., 75; Gravel Place, Pa., 94. Northern Central (P. R. R.)—Elmira, N. Y., 264. Pennsylvania—Harrison, N. J., 7; Manunka Chunk, N. J., 77; Nanticoke, Pa., 169; Phillipsburg, N. J., 80; South Wilkes-Barre, Pa. 166. Pennsylvania, Poughkeepsie and Boston—Augusta, N. Y., 70; Portland, Pa., 83; Philadelphia and Erie (P. R. R.)—Northumberland, Pa., 225. Philadelphia and Reading—Rupert Pa., 203. Rome, Watertown and Ogdensburg—Oswego, N. Y., 322. Western New York and Pennsylvania—East Buffalo, N. Y., 405; Mt. Morris, N. Y., 348. West Shore—Black Rock, N. Y., 414; Utica, N. Y., 302.

Lackawanna Transportation Company, Northern Steamship Company, Green Bay Line, Clover Leaf Line, Lake Erie Transfer Company, Crescent Transfer Company, Union Transit Company, Western Transit Company, Union Steamboat Company, Erie and Western Transportationa Company, Lehigh Valley Transportation Company. Cleveland and Buffalo Transit Company, at Buffalo, N. Y.

Western Union Telegraph Company.

Trackage contract with Syracuse, Binghampton and New York Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	96	96
Number wooden,	9	9
Number combination,	1	1
Trestles :		
Number,	7	7
Aggregate length (feet),	789.3	789.3
Tunnels :		
Number,	3	3
Maximum length (feet),	2,177	2,177
Minimum length (feet),	503	503
Aggregate length of all tunnels (feet),	3,432	3,432
Telegraph :		
Miles of wire owned by this company,	277.30	277.30
Miles of wire operated by this company,	277.30	277.30

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Terminal facilities, piers 19, 41, 58 and Bulkhead piers 40 and 42 North River, New York City, owned by the city of New York Pier foot of South Ninth street, Williamsburg, New York, owned by the Brooklyn and New York Ferry Company.

Name all the associations to which this road is a party, whose object is the regulation or control of pasenger or freight traffic: Trunk Line Association, Freight Traffic Association, Middle States.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Great Eastern Line, Lackawanna Live Stock Transportation Company, American Refrigerator Transit Company, Northwest Despatch Fast Freight Line.

DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: Incorporated April 14, 1890. Articles filed April 17, 1890.
By what authority incorporated: Commonwealth of Pennsylvania, general law of April 14, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Eckley B. Coxe,	Drifton, Pa.,	Second Monday in January, 1895, or as soon thereafter as their successors are elected and qualified.
Alexander B. Coxe,	Drifton, Pa.,	
Henry B. Coxe,	No. 3, West 30th St., New York,	
Eckley B. Coxe, Jr.,	Drifton, Pa.,	
E. B. Ely,	143 Liberty St., New York,	
Daniel Coxe,	Drifton, Pa.,	
Henry B. Coxe, Jr.,	420 Walnut St., Phila., Pa.,	

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Drifton, Luzerne county, Pennsylvania.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Eckley B. Coxe,	Drifton, Pa.
Vice President,	E. B. Ely,	143 Liberty street, New York.
Secretary,	Arthur McClellan,	Drifton, Pa.
Treasurer,	J. Brinton White,	Drifton, Pa.
Chief Engineer,	E. Kudlich,	Drifton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
The Delaware, Susquehanna and Schuylkill Railroad Company.				
Narrow gauge,	Drifton,	Gowen,	29.13	
	Deringer,	Gowen,	1.50	30.63
Eckley Branch,	Eckley Junction,	Eckley No. 10 Breaker.	1.00	
Stockton Branch,	Stockton Junction,	Stockton Breaker,	.70	
Beaver Meadow Branch,	Beaver Meadow Y.,	Beaver Meadow Breaker.	2.02	
Oneida Branch,	Oneida Junction,	Sheppton Breaker,	9.72	
Oneida Branch, narrow gauge,	Oneida Breaker,	Oneida No. 3 Mines,	1.64	
Tomhicken Branch,	Tomhicken Junction,	Tomhicken Breaker,	.95	
Lumber Yard Connection, North,	Stockton Junction,	Lumber Yard Connection.	.73	
Lumber Yard Connection, South,	Stockton Bridge,	Lumber Yard Connection.	.62	
				17.38
Total mileage owned, single track (not including sidings),				48.00
Part of Tamaqua, Hazleton and Northern Railroad.	D. S. & S. Connection at Roan.	An arbitrary point,	.41	
Harwood Branch,	Harwood Junction,	Harwood Breaker and Works.	1.34	
Lehigh Valley Railroad,	Long Run Junction,	Hollywood and Lattimer Breakers.	8.70	
Lehigh Valley Railroad,	Stockton Junction,	Perth Amboy, N. J.,	124.91	135 36
Total mileage operated,				183.37

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $1,115,742 14		Capital stock,	$1,500.000 00
Cost of equipment, 895.208 14		Funded debt,	600.000 00
	$2,010.950 28	Current liabilities,	178.374 78
Cash and current assets,	777,294 95	Accrued interest on fudned debt not yet payable,	9.000 00
		Profit and loss,	500.870 45
Total,	$2,788.245 23	Total,	$2,788,245 23

IMPORTANT CHANGES DURING THE YEAR.

The mortgage of five hundred thousand dollars, per report for year ending June 30, 1893, has been canccled. No bonds were issued under same.

A mortgage of one million five hundred thousand dollars ($1,500,000.00) has been executed, on which six hundred thousand dollars ($600,000.00) have been issued.

Date of bonds, March 31, 1894.

Date of maturity, April 1, 1909.

Rate of niterest, 6 per cent.

Interest periods, October 1 and April 1.

A dividend of five hundred thousand dollars ($500,000.00) in the capital stock of the company was declared November 25, 1893.

CONTRACTS, AGREEMENTS, ETC.

Commenced carrying United States mail from August 1, 1893, vetween Oneida Junction and Sheppton.

Contracts with connecting roads for exchange of business varying with distance and other circumstances, also with Lehigh Valley Railroad in reference to running coal to Tide (New York Harbor).

7-9-94.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	7	7
Number combination,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	506	506

Gauge of track, 4 feet 9 inches for 44.37 miles and 4 feet 1-4 inch for 3.64 miles.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? By mortgage on total mileage and equipment.

DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Date of organization: Certificate of organization filed November 1, 1871.
By what authority incorporated: Laws of Pennsylvania, Act of April 4, 1868.
Operated by Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	Tuesday, May 7, 1895.
Edw. B. Watts.	Carlisle, Pa.,	do. do.
Henry McCormick,	Harrisburg, Pa.,	do. do.
J. Herman Bosler,	Carlisle, Pa.	do. do.
Wm. Penn Lloyd.	Mechanicsburg, Pa.,	do. do.
Christrian Bender,	Dillsburg, Pa.	do. do.
Joseph Milleisen.	Mechanicsburg, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 1, 1894.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa,
Secretary, Treasurer,	W. M. Biddle,	Chambersburg, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Dillsburg and Mechanicsburg Railroad Company.	Junc. with C. N. R. R.	Dillsburg,	Cumberland Valley Railroad Company.	7.70	7.70

Operated by the Cumberland Valey Railroad Compaony for nlnety-nine years, under lease executed January 1, 1873, upon the terms that the recelpts from operatlon shall be applied to the cost of malntalning, keeplng and perpetuating the property and the equipment used thereon, and all other expenses of operatlon, including taxes, lnsurance, etc. The balance, lf any, to be paid to the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$215,793 53	Capltal stock	$89,800 00
Cash and current assets	100 00	Funded debt	100,000 00
		Current llabilities	16,666 45
		Profit and loss	9,427 08
Total	$215,893 53	Total	$215,893 53

DOWNINGTOWN AND LANCASTER RAILROAD COMPANY.

Date of organlzation: July 30, 1888.
By what authority lncorporated: General law of Aprll 8, 1861.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry D. Welsh	Philadelphla, Pa.	First Monday in May, 1895.
John P. Green	Philadelphia, Pa.,	do. do.
Wm. A. Patton	Philadelphia, Pa.	do. do.
Samuel Rea	Philadelphia, Pa.,	do. do.
N. P. Shortridge	Wynnewood, Pa.,	do. do.
T. M. Storb	New Holland, Pa.,	do. do.
Jno. Keller	Lancaster, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Phlladelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry D. Welsh	Philadelphla, Pa.
Secretary	Frederick W. Schwarz	do.
Treasurer	J. S. Vanzandt	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Downlngtown and Lancaster Railroad Company.	Downingtown.	Lancaster, Pa.	The Pennsylvania Railroad Company.	37.98	37.98

Operated by the Pennsylvania Railroad Company, under resolutions of the boards of directors of both companies. Rental, net earnings.

This arrangement from August 1, 1888, is terminable at the option of either party, on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$714.627 69	Capital stock,	$405.650 00
Profit and loss,	163,635 61	Funded debt,	300,000 00
		Current liabilities,	172,613 30
Total,	$878,263 30	Total,	$878,263 30

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	15	15
Number wooden,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	140	140
Telegraph:		
Miles of line owned by this company,	39.01	39.01
Miles of wire owned by this company,	39.01	39.01
Miles of line operated by the Pennsylvania Railroad Company,	39.01	39.01
Miles of wire operated by the Pennsylvania Railroad Company,	39.01	39.01
Gauge of track,		4 ft 9 in.

DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Date of organization: December 31, 1872.

By what authority incorporated: Under the laws of the Commonwealth of Pennsylvania.

If a consolidated company, name the constituent companies: The Dunkirk, Allegheny Valley and Pittsburg Railroad Company was formed by the consolidation of the Warren and Venango Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania, and the Dunkirk, Warren and Pittsburg Railway Company.

The Dunkirk, Warren and Pittsburg Railway Company was formed May 14, 1870, by the consolidation of the Dunkirk, Warren and Pittsburg Railroad Company, a corporation organized under the laws of the State of New York, and the Conewango Valley Railroad Company, a corporation organized under the laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chauncey M. Depew.	New York, N. Y., ...	This board is "holding over."
Cornelius Vanderbilt, ...	New York, N. Y., ...	
Wm. K. Vanderbilt.	New York, N. Y., ...	
Frederick W. Vanderbilt, . . .	New York, N. Y., ...	
Edwin D. Worcester.	New York, N. Y., ...	
Charles C. Clarke, ...	New York, N. Y., ...	
Horace J. Hayden.	New York, N. Y., ...	
Samuel F. Barger, ...	New York, N. Y., ...	
H. Walter Webb, ...	New York, N. Y., ...	
Dwight W. Pardee.	Brooklyn, N. Y., ...	
Darwin Thayer.	Fredonia, N. Y., ...	
Oscar W. Johnson, ...	Fredonia, N. Y., ...	
Rasselas Brown, ...	Warren, Pa., ...	

Date of last meeting of stockholders for election of directors: April 15, 1891.
Postoffice address of general office: Grand Central Station, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Chauncey M. Depew, ...	Grand Central Station, N. Y.
Vice President, ...	H. Walter Webb, ...	Grand Central Station, N. Y.
Secretary, ...	Dwight W. Pardee, ...	Grand Central Station, N. Y.
Treasurer, ...	Edward V. W. Rossiter, ...	Grand Central Station, N. Y.
Comptroller, ...	John Carstensen, ...	Grand Central Station, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From	To—		
Dunkirk, Allegheny Valley and Pittsburgh.	Dunkirk, N. Y., . . .	Titusville, Pa., . . .	90.6	48.3

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Dunkirk, Allegheny Valley and Pittsburg Railroad was leased to the New York Central and Hudson River Railroad Company January 3, 1873, for the term of five hundred and one years from December 1, 1872, but it is operated as an independent organization.

The consideration of the lease is the payment of seven per cent. annually on mortgage bonds not exceeding $3,200,000.00 and one and one-half per cent. dividend annually on 13,000 shares of stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$4,278,531 67	Capital stock, ...	$1,300,000 00
Cost of equipment.	262,725 00	Funded debt.	2,900,000 00
Cash and current assets, ...	23,385 27	Current liabilities, ...	298,391 89
		Profit and loss, ...	66,250 05
Total, ...	$4,564,641 94	Total, ...	$4,564,641 94

CONTRACTS, AGREEMENTS, ETC.

American Express Company: One and one-half first class rates.
United States Government: Based on average weight carried.
Red Line Transit Company, Merchants' Despatch Transportation Company, Nickel Plate Line, proportion of through rate.
Various companies for through business.
Western Union Telegraph Company: Railroad Company's messages sent free. Railroad company furnishes operators and repairs.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	14	6
Number wooden,	14	8
Trestles:		
Number,	23	17
Aggregate length (feet),	4,053	3,515
Telegraph:		
Miles of line operated by this company,	90.6	48.3
Miles of wire operated by this company,	90.6	48.3
Miles of line operated by Western Union Telegraph Company,	90.6	48.3
Miles of wire operated by Western Union Telegraph Company,	391.4	349.1

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Dunkirk, N. Y., passenger station, New York, Lake Erie and Western Railroad; Falconer Junction, N. Y., passenger station, Mrs. C. E. Moon; Irvinetown, Pa., passenger and freight station, Mr. R. A. Kinmar; Dunkirk, N. Y., general offices, Merchants' National Bank.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic. Central traffic association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line Transit Company, Empire Line, Merchants Despatch Transportation Company, Nickel Plate Line, Green Line.

EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.
By what authority incorporated: April 16, 1856, P. L., 1857, p. 780; charter, May 14, 1857, P. L., 1857, p. 505; April 20, 1864, P. L., 1857, p. 712; May 24, 1871, P. L., 1857, p. 1087; March 7, 1872, P. L., 1873, p. 1011; March 23, 1872, P. L., 1873, p. 1032; April 30, 1873, P. L., 1873, p. 498.
Road opened October 15, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. A. Ingham,	Philadelphia,	January, 1895.
Edward Roberts, Jr.,	Philadelphia,	do.
Percival Roberts,	Philadelphia,	do.
Edward R. Wood,	Philadelphia,	do.
G. Theo. Roberts,	Philadelphia,	do.
John Markle,	Jeddo, Pa.,	do.
Calvin Pardee,	Philadelphia,	do.
Herbert M. Howe, M. D.,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 320 Walnut street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Ingham,	Philadelphia.
Vice President,	Edward Roberts, Jr.,	Philadelphia.
Secretary, Treasurer,	J. E. Haverstick,	Philadelphia.
Chief Engineer,	A. W. Sims,	Rockhill Fur., Pa.
Auditor,	Edward Roberts, III,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Owned.				
East Broad Top Railroad,	Mount Union,	Woodvale Park, Pa.,	31.10	31.10
Leased.				
Shade Gap Railroad,	Rockhill,	Nancy,	11.16	11.16
Booher branch,	Junction,	Booher mine,	2.36	2.36
Total mileage,			44.62	44.62

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$943,943 00	Capital stock,	$815,589 43
Cost of equipment,	199,928 80	Funded debt,	542,888 88
Bonds of other companies owned,	1,000 00	Current liabilities,	35,188 20
Stocks of other companies owned,	90,584 76		
Profit and loss,	158,209 95		
Total,	$1,393,666 51	Total,	$1,393,666 51

CONTRACTS, AGREEMENTS, ETC.

Do our own express business.
Amount paid by United States Government, $1,842.12.
Operate the Rockhill Telegraph Company and maintain line for the receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	5
Number wooden,	14	14
Trestles:		
Number,	2	2
Aggregate length (feet),	230	230
Tunnels:		
Number.	2	2
Maximum length (feet),	1,130	1,130
Minimum length (feet),	850	850
Aggregate length of all tunnels (feet),	1,980	1,980
Telegraph:		
Miles of line operated by this company,	30	30
Miles of wire operated by this company,	30	30

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Mt Union ticket office, I. C. Caldwell, Tyrone, Pa.

EAST MAHANOY RAILROAD COMPANY.

Date of organization: March 9, 1856.
By what authority incorporated: Pennsylvania, Act of April 21, 1854 and supplements.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theodore Voorhees,	Philadelphia, Pa.,	Second Monday in January, 1895.
D. Jones.	Philadelphia, Pa.,	do. do.
John Lowber Welsh,	Philadelphia, Pa.,	do. do.
A. J. Antelo.	Philadelphia, Pa.,	do. do.
Thomas McKean,	Philadelphia, Pa.,	do. do.
James Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia, Pa.
Secretary,	W. R. Taylor,	do.
Treasurer.	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Mahanoy Railroad, .	East Mahanoy Junction.	Waste House Run, Pa.	Philadelphia and Reading Railroad.	14.10	14.10

Leased to the Little Schuylkill Navigation Railroad and Coal Company, January 12, 1863, for 99 years. Sub-leased to the Philadelphia and Reading Railroad Company, July 7, 1868, for the balance of term.

Lessee pays all expenses of operation and to this company as rental a sum equal to 6 per cent. on the capital stock, and an additional sum not exceeding $2,000 per annum for State taxes and sundry expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$497,792 68	Capital stock.	$497,750 00
Cash and current assets, ...	21,612 64	Current liabilities, ...	21,655 32
Total, ...	$519,405 32	Total, ...	$519,405 32

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	2	2
Numbe iron, ...	7	7
Number wooden, ...	12	12
Trestles:		
Number.	1	1
Aggregate length (feet), ...	3,403	3,403
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company, ...	14.10	14.10
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company, ...	42.30	42.30

Gauge of track, ... 4 ft. 8 1-2 in.

EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 21, 1857.
By what authority incorporated: Pennsylvania, Act of March 9, 1856, and supplements.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
A. J. Antelo,	Philadelphia, Pa.,	Second Monday in January,	1895.
Thomas Hart, Jr..	Philadelphia, Pa.,	do.	do.
Henry S. Eckert,	Philadelphia, Pa.,	do.	do.
James Boyd,	Norristown, Pa.,	do.	do.
J. F. Sinott,	Philadelphia, Pa.,	do.	do.
B. Borie,	Philadelphia, Pa.,	do.	do.
C. G. Hancock,	Philadelphia, Pa..	do.	do.
Geo. D. Stitzel,	Reading, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice addresss of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer.	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
East Pennsylvania Railroad.	Reading, . .	Allentown, .	Philadelphia and Reading railroad.	36	36

Leased to the Philadelphia and Reading Railroad Company May 19, 1869, for 999 years.
Lessee pays dividend of six per cent. per annum on capital stock and taxes and interest on mortgage bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,905,586 01	Capital stock,	$1,730,450 00
Other assets:		Funded debt.	495.000 00
Sundries,	481,540 82	Current liabilities,	45 89
		Profit and loss,	161.530 94
Total,	$2,387,126 83	Total,	$2,387,126 83

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	13	13
Number iron,	8	8
Number combination,	31	31
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	36.40	72.8
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	36.40	72.8

Gauge of track, ... 4 ft. 8 1-2 in.

EASTON AND NORTHEN RAILROAD COMPANY.

Date of organization.
By what authority incorporated: General Laws, Act of April 4, 1868 and supplements.
Operated by Bangor and Portland Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January 7, 1895.
Robt. H. Sayre,	South Bethlehem,	do.
Henry S. Drinker,	Philadelphia,	do.
Warren A. Wilbur,	South Bethlehem,	do.
Rollin H. Wilbur,	South Bethlehem,	do.
Frank Reeder,	Easton,	do.
S. S. Messinger,	Tatamy,	do.
A. N. Cleaver,	South Bethlehem,	do.
Fred. Green,	Easton,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Philadelphia, Pa.
Postoffice address of operating company, Bangor, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	S. Bethlehem, Pa.
Vice President,	Chas. Hartshorne,	Philadelphia, Pa.
Secretary,	David G. Baird,	Philadelphia, Pa.
Treasurer,		
Comptroller,	Isaac McQuilkin,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Easton and Northern, . .	Easton, . . .	Belfast, . . .	Bangor and Portland Railroad.	8.04	8.04

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$278,825 40	Capital stock, ...	$200,000 00
Cash and current assets, ...	95 06	Current liabilities, ...	78,920 46
Total, ...	$278,920 46	Total, ...	$278,920 46

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	15	15
Number iron.	8	8
Number wooden, ...	4	4
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	96	96
Telegraph:		
Miles of line owned by this company, ...	8	8
Miles of wire owned by this company, ...	8	8

Gauge of track, ... 4 ft. 8 1-2 in.

ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Date of organization: April 17, 1860.

By what authority incorporated: State of Pennsylvania, Special act March 12, 1860; State of New York, June 1, 1860.

Originally the Williamsport and Elmira Railroad Company, under special acts of the Commonwealth of Pennsylvania, June 9, 1832, April 15, 1835, June 20, 1839, April 14, 1843, March 26, 1846, April 5, 1849, April 30, 1850, and by the State of New York, April 9, 1850.

Foreclosed and re-organized April 17, 1860, under the name of the Elmira and Williamsport Railroad Company, under special act of the Commonwealth of Pennsylvania, March 12, 1860.

Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. Read Fisher,	Philadelphia, Pa.,	First Monday in May, 1895.
Lewis P. Geiger,	Philadelphia, Pa.,	do. do.
William D. Neilson,	Philadelphia, Pa.,	do. do.
Henry A. Fonda,	Milton, Pa.,	do. do.
Murray Gorgas,	Philadelphia, Pa.,	do. do.
Conrad Diehl,	New York City,	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: 215 South Fifth street, Philadelphia, Pa.

Postoffice address of operating company: The Northern Central Railway Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas Neilson,	215 South Fifth St., Philad'a, Pa.
Secretary, Treasurer,	Lewis P. Geiger,	409 Chestnut St., Philad'a, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Elmira and Williamsport,	Williamsport, Pa.	Elmira, N. Y.	The Northern Central Railway Company,	75.50	69

The Elmira and Williamsport Railroad is leased for 999 years from May 1, 1863, to the Northern Central Railway Company, under contract dated April 15, 1863.

The terms of the lease provide for the payment of the interest on the funded debt of the Elmira and Williamsport Railroad Company, an annual dividend of 7 per cent. on its preferred stock; 5 per cent. on its common stock, less taxes, and $3,000 per annum for organization expenses.

All improvements, betterments, etc., to be made by the lessee at their own expense.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,218,000 00	Capital stock,	$1,000,000 00
Cost of equipment,	352,000 00	Funded debt,	1,570,000 00
Stocks of other companies owned,	3,309 39	Current liabilities,	30,095 00
Cash and current assets,	38,452 82	Accrued interest on funded debt not yet payable,	7,175 00
		Profit and loss,	4,542 21
Total,	$2,611,762 21	Total,	$2,611,762 21

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: The lessee may pay off or renew at maturity.

ELLWOOD CONNECTING RAILROAD COMPANY.

Date of organization: April 11, 1892.
By what authority incorporated: State of Pennsylvania, April 4, 1868, and all acts supplementary thereto.
Operated by the Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jno. G. Robinson,	Pittsburgh, Pa.	January 22, 1895.
Jas. M. Bailey,	Pittsburgh, Pa.,	do.
Geo. B. Motheral,	Pittsburgh, Pa.,	do.
H. WHartman,	Ellwood City, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 23, 1894.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburgh, Pa.
Secretary, Treasurer,	Jno. G. Robinson,	do.
Chief Engineer,	F. E. House,	do.
Auditor,	C. H. Bronson,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ellwood Connecting Railroad,	Junction with Pittsburgh and Lake Erie Railroad.	Junction with Beaver and Ellwood Railroad.	.68	.68

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$63,443 48	Capital stock,	$50.000 00
		Current liabilities,	12,588 84
		Profit and loss,	854 64
Total,	$63,443 48	Total,	$63,443 48

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	4	4
Trestles:		
Number,	1	1
Aggregate length (feet).	171.02	171.02

Gauge of track, ... 4 ft. 8 1-2 in.

ELLWOOD SHORT LINE RAILROAD COMPANY.

Date of organization: April 25, 1890.
By what authority incorporated: Act of April 4, 1868 and supplements thereto.
Operated by the Pittsburgh and Western Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. W. Hartman,	Ellwood City, Pa.,	January 8, 1893.
Merritt Greene,	Edgeworth, Pa.,	do.
Samuel A. Roelofs,	Ellwood City, Pa.,	do.
George T. Oliver,	Pittsburgh, Pa.,	do.
William Jenkins.	Pittsburgh, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: Ellwood City, Pa.
Postoffice address of operating company: The Pittsburgh and Western Railway Company, Allegheny, Pa.

OFFICERS.

TITIE.	NAME.	ADDRESS.
President,	H. W. Hartman,	Ellwood City, Pa.
Secretary,	Samuel A. Roelofs,	Ellwood City, Pa.
Treasurer.	Edward Wolford,	Ellwood City, Pa.
Chief Engineer,	Charles H. McKee,	Pittsburgh, Pa.
General Solicitor, Attorney or Counsel,	Samuel A. Roelofs.	Ellwood City, Pa.
Auditor,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ellwood Short Line Railroad Company.	North Sewickley.	Rock Point,	Pittsburgh and Western Railway Company.	3.2	3.2

Leased to the Pittsburgh and Western Railway Company for a term of 30 years from August 1, 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$656,839 66	Capital stock	$300,000 00
Cash and current assets	4,477 50	Funded debt	300,000 00
Profit and loss	42,611 78	Current liabilities	103,928 94
Total	$703,928 94	Total	$703,928 94

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	2	2
Tunnels:		
Number	1	1
Maximum length (feet)	800	800

Gauge of track, ... 4 ft. 8 1-2 in.

EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
By what authority incorporated: Act of 1868 and supplement of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry Aucher	Emporium, Pa.	Third Tuesday in January, 1895.
Joseph Kaye	do.	do.
Josiah Howard	do.	do.
B W. Green	do.	do.
George A. Walker	do.	do.
J. D. Logan	do.	do.
W. H. Howard	do.	do.

Date of last meeting of stockholders for election of directors: January 16, 1894.
Postoffice address of general office: Emporium, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry Aucker	Emporium Pa.
Vice President	George A. Walker	Emporium, Pa.
Secretary	J. W. Kaye	Emporium, Pa.
Treasurer	H. A. Cox	Emporium, Pa.
Chief Engineer	E. H. Welsh	Lock Haven, Pa.
General Solicitor, Attorney or Counsel	B. W. Green	Emporium, Pa
Auditor	Josiah Howard	Emporium, Pa.
General Manager	Joseph Kaye	Emporium, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
The Emporium and Rich Valley Railroad Company.	Emporium, Pa., . . .	Robinson Run, Pa., .	14.50	14.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$88,633 76	Capital stock,	$85.000 00
Cost of equipment,	24,546 05	Current liabilities,	20,915 73
Other permanent investments,	776 60	Profit and loss,	8,841 50
Cash and current assets,	793 82		
Total,	$114,755 23	Total,	$114,755 23

IMPORTANT CHANGES DURING THE YEAR.

Our report for the year ending June 30, 1893, should have shown 13 miles instead of 9.60 as reported, on account of "branches" not being included. Branches put in operation year ending June 30, 1894, one and one-half miles.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	11	11
Trestles:		
Number,	1	1
Aggregate length (feet),	40	40
Gauge of track,	4 ft. 8 1-2 in.	

ENGELSIDE RAILROAD COMPANY.

Date of organization: Articles of association filed September 22, 1892.
By what authority incorporated: Act approved April 4, 1868 and supplements thereto.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert S. Beatty,	Philadelphia, Pa.,	January 7, 1885.
C. William Bergner,	Philadelphia, Pa.,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.	do.
John M. Harding,	Philadelphia, Pa.,	do.
John B. Stauffer,	Philadelphia, Pa.,	do.
William J. Latta,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company; Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

8-9-94.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Engelside railroad.	A connection with the Connecting Railway near Thirty-second and Jefferson streets and southward along Thirty-second street.	A point on Thirty-second street, about 160 feet north of north side of Thompson street.	Pennsylvania Company.	.17	.17
With sidings,				.43	.43
Total mileage,				.60	.60

Operated by the Pennsylvania Railroad Company as a siding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$12,306 25	Capital stock,	$30,000 00
Cash and current assets,	17,526 33		
Profit and loss,	167 42		
Total,	$30,000 00	Total,	$30,000 00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 9 in.

ERIE AND PITTSBURGH RAILROAD COMPANY.

Date of organization: June 28, 1858.

By what authority incorporated: Special act of Legislature of Pennsylvania, passed April 1, 1858. Supplementary acts of Legislature of Pennsylvania, passed April 28, 1858.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles H. Strong.	Erie, Pa., ...	Second Monday in January, 1895.
Joseph McCarter, ...	Erie, Pa., ...	do. do.
Matthew H. Taylor, ...	Erie, Pa., ...	do. do.
Charles S. Fairchild, ...	New York, N. Y., ...	do. do.
George B. Roberts, ...	Philadelphia, ...	do. do.
James McCrea, ...	Pittsburgh, ...	do. do.
William Brewster, ...	Erie, Pa., ...	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Erie, Pa.
Postoffice address of operating company: Pennsylvania Company, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Charles H. Strong, ...	Erie, Pa.
Vice President, ...	Joseph McCarter, ...	do.
Treasurer, ...	William Brewster, ...	do.
Secretary, ...		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Erie and Pittsburgh, . . .	Girard, . . .	New Castle,	Pennsylvania Company, .	81	81
Erie and Pittsburgh, . . .	Dock Junc.,	Harbor of Erie.	Pennsylvania Company, .	3.47	3.47
Total mileage, . . .	. . . . .	. . . . .	. . . . .	84.47	84.47

Leased to the Pennsylvania Railroad Company for nine hundred and ninety-nine years(999), from March 1, 1870. The lease was assigned by said Pennsylvania Railroad Company to the Pennsylvania Company, by which latter company, the Erie and Pittsburgh Railroad is operated.

Terms of Lease.—Rental: Seven percentum per annum on the capital stock of the company; the annual interest on the bonded indebtedness of the company; all taxes and the sum of twenty-five hundred dollars ($2,500), per annum towards the expenses of maintenance of the organization of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$3,200,280 66	Capital stock, ...	$1,898,400 00
Cost of equipment, ...	1,895,725 18	Funded debt, ...	3,395,200 00
Stocks of other companies owned, .	11,860 88	Current liabilities, ...	11,795 19
Cash and current assets, ...	14,603 81		
Erie Extension Canal, ...	155,000 00		
Betterments, ...	111,313 96		
Other assets:			
Sundries, ...	235 85		
Profit and loss, ...	16,374 85		
Total, ...	$5,405,395 19	Total, ...	$5,405,395 19

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: By mortgage upon all its property, franchises and income.

ERIE AND PITTSBURGH RAILROAD COMPANY—PENNSYLVANIA COMPANY OPERATING.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Erie and Pittsburgh Railroad, . . .	New Castle, Pa., ...	Girard Junction, Pa.,	81.00	
Dock branch at Erie, Pa., ...	Junction with main line.	State street, Erie, Pa.	3.47	84.47
*Lake Shore and Michigan Southern Railway.	Girard Junction, Pa.,	Erie, Pa., ...	16.74	16.74
Total mileage operated, ...	. . . . .	. . . . .	101.21	101.21

* Used jointly under trackage rights.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried, for thirty consecutive days during each quadrennial period.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of the Union Line cars.

Other Railroad Companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line, located on the line of Erie and Pittsburgh Railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	6	6
Number iron, ...	16	16
Number wooden, ...	21	21
Trestles:		
Number, ...	24	24
Aggregate length (feet), ...	3,047	3,047
Telegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company, ...	81	81
Miles of wire operated by this company, ...	195.4	195.4
Miles of wire operated by Western Union Telegraph Company, ...	122.7	122.7

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Should be reported by the Erie and Pittsburgh Railroad Company.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization, November 6, 1882.

By what authority incorporated: Act of General Assembly of Pennsylvania, approved 8th June, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John B. Smith,	Dunmore, Pa.,	Next annual meeting, June, 1895.
Edwin H. Mead,	1 Broadway, N. Y.,	do. do.
John King,	21 Cortlandt St., N. Y.,	do. do.
Eben B. Thomas,	21 Cortlandt St., N. Y.,	do. do.
A. H. McClintock,	Wilkes-Barre, Pa.,	do. do.
George H. Catlin,	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 5, 1894.

Postoffice address of general office: Dunmore, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John B. Smith,	Dunmore, Pa.
Vice President,	A. H. McClintock,	Wilkes-Barre, Pa.
Secretary,	M. B. Mead,	1 Broadway, N. Y.
Treasurer,	George B. Smith,	Dunmore, Pa.
Chief Engineer,	A. D. Blackinton,	Dunmore, Pa.
Auditor,	William Gillmore,	Dunmore, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Erie and Wyoming Valley	Hawley	Port Blanchard	48	
Scranton branch	East Junction	Scranton	4	
Brownsville branch	Main line	Brownsville breaker	1	
Old Forge branch	Avoca	Old Forge breaker	1	
Wyoming Junction branch	Avoca	Wyoming Junction	2	
Jessup branch	Jessup Junction	Jessup	6.80	
No. 6 Breaker branch	No. 7 Junction	No. 6 breaker	1	
Barnum Breaker branch	Wyoming Junction branch.	Barnum breaker	.50	
Maplewood branch	Main line	Lake Henry	.50	
East Lake Junction branch	East Lake Junction	South Lake Junction	.50	
Anthony Breaker branch	Scranton, Pa.	Anthony breaker	.50	
Stove Work branch	Scranton, Pa.	Scranton Stove Works	.50	
Pittston branch	No. 7 Junction	Pittstown	1	
Jones Lake branch	Lake Junction	Lake Ariel	1.25	
Total mileage operated			68.55	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$5,315 672 27	Capital stock	$1,500,000 00
Cost of equipment	114.475 60	Funded debt	3,000,000 00
Cash and current assets	106,307 83	Current liabilities	664,280 16
		Profit and loss	372.175 54
Total	$5,536,455 70	Total	$5,536,455 70

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	5	
Number iron	33	
Number wooden	5	
Trestles:		
Number	4	
Aggregate length (feet)	725	
Telegraph:		
Miles of line owned by this company	45	
Miles of wire owned by this company	45	
Miles of line operated by this company	45	
Miles of wire operated by this comp ny	45	

Gauge of track ..... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name the company with which this company has been consolidated or which has been merged in this company during the year: Jones Lake Railroad.

FAIRMOUNT, MORGANTOWN AND PITTSBURGH RAILROAD COMPANY.

Date of organization: August 10, 1893.

By what authority incorporated: By unanimous vote of stockholders.

If a consolidated company, name the constituent companies: State Line Railroad Company. Organized April 11, 1884. State of Pennsylvania, acts April 4, 1868, June 8, 1874.

Fairmount, Morgantown and Pittsburgh Railroad Company, organized December 10, 1883. State of West Virginia, consolidated August 10, 1893.

Operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John V. Patton,	Pittsburgh, Pa.,	Third Monday in October, 1894.
David W. VanEman,	Pittsburgh, Pa.,	do.
Robt. Wardrop,	Pittsburgh, Pa.,	do.
Jno. W. Mason,	Fairmont, W. Va.,	do.
Wm. A. Hanway,	Baltimore, Md.,	do.
Wm. Reed,	Baltimore, Md.,	do.
A. Fairchild,	Morgantown, W Va.,	do.
Henry C. Huston,	Connellsville, Pa.,	do.
Wm. Hunt,	Uniontown, Pa.,	do.

Date of last meeting of stockholders for election of officers: October 16, 1893.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia, Pa.
Secretary,	J. B. Washington,	Pittsburg, Pa.
Treasurer.		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Fairmount, Morgantown and Pittsburgh Railroad Company.	Uniontown, Pa.	F. M. & P. Junction, W. Va.	Baltimore and Ohio Railroad Company.	56.60	21.56
Redstone Branch,	Redstone, Jc., Pa.	Redstone, Pa.	Baltimore and Ohio Railroad Company.	1	1
Total mileage,				57.60	22.56

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,265,446 02	Capital stock,	$3,000,000 00
Profit and loss,	3,825,472 18	Funded debt,	3,000,000 00
		Current liabilities,	90,918 20
Total,	$6,090,918 20	Total,	$6,090.918 20

IMPORTANT CHANGES DURING THE YEAR.

The Fairmount, Morgantown and Pittsburgh Railroad Company and the State Line Railroad Company were consolidated August 10, 1893, under the name of the Fairmount, Morgantown and Pittsburgh Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	. . . . .
Number iron,	34	. . . . .
Number wooden,	3	. . . . .
Trestles:		
Number,	15	. . . . .
Aggregate length (feet),	3,335	. . . . .
Tunnels:		
Number,	1	. . . . .
Maximum length (feet),	408	. . . . .
Minimum length (feet),	408	. . . . .
Miles of line operated by Western Union Telegraph Company,	57.6	23
Miles of wire operated by Western Union Telegraph Company,	115.2	46

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

Name of company with which this company has been consolidated or which has been merged in this company during the year: The State Line Railroad Company

FALL BROOK RAILWAY COMPANY.

Date of organization: July 1, 1892. Succeeding Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, Laws of New York, 1869, Chapter 917. Laws of Pennsylvania, approved May 16, 1861.

Name changed to Fall Brook Railway Company, July 1, 1892, by order of Hon. Walter Lloyd Smith, Justice Supreme Court, special term, June 21, 1892, at Watkins, Schuyler county, New York. By order Hon. John I. Mitchell, president judge, court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company. Wellsboro' and Lawrenceville Railroad Company. Cowanesque Valley Railroad Company. Purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, January 2, 1873.

Blossburg and Corning Railroad Company, under Chapter 191, Laws of New York, 1826, Tioga Coal ,Iron, Mining and Manufacturing Company, was incorporated with power to construct slack-water navigation; amend by Chapter 81, Laws 1833, authorizing that company to construct a railroad and Chapter 90, Laws of 1851, name of company changed to Corning and Blossburg Railroad Company. Afterward sold sheriff sale and re-organized, March 19, 1854, under General Railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company. Wholly in State of New York.

Wellsboro' and Lawrenceville Railroad Company, organized by act of Legislature of Pennsylvania, approved April 4, 1867, supplement to the same, approved March 20, 1868; further supplement approved May 10, 1871. Wholly in Pennsylvania.

Cowanesque Valley Railroad Company, organized by act of Legislature of Pennsylvania approved April 9, 1869, supplement thereto, approved March 29, 1871. Wholly in State of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. J. Magee,	Watkins, N. Y.,	November 14, 1894.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
Henry Sherwood,	Wellsboro', Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.

Date of last meeting of stockholders for election of directors: November 8, 1893.
Postoffice address of general office: Watkins, N. Y.
Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITIE.	NAME.	ADDRESS.
President,	Geo. J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	do.
Second Vice President and General Counsel.	Daniel Beach,	do.
Secretary and Assistant to President,	John Magee,	do.
Treasurer,	Jno. H. Lang,	do.
Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	W. Nicholson,	do.
Traffic Manager,	E. F. Kershner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Fall Brook railway,	Corning, N. Y.,	Antrim, Pa.,	53.00	38.00
Cowanesque branch,	Lawrenceville, Pa.,	Ulysses, Pa.,	40.50	40.50
Fall Brook branch,	Blossburg, Pa.,	Fall Brook, Pa.,	7.20	7.20
Total mileage operated,			100.70	85.70

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,702,024 96	Capital stock,	$5,000,000 00
Cost of equipment,	2,132,594 28	Funded debt,	530,000 00
Cash and current assets,	1,097,569 32	Current liabilities,	174,129 83
Other assets:		Accrued interest on funded debt	
Sundries,	27,590 96	not yet payable,	5,300 00
		Profit and loss,	340,749 69
Total,	$6,050,179 52	Total,	$6,050,179 52

IMPORTANT CHANGES DURING THE YEAR.

Cowanesque branch extended 7.2 miles from Mills, Pa., to Ulysses, Pa. Opened September 1, 1893.

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays first-class rates. Railway furnish and maintain cars.

United States Government: Main line, $7,176.56 per annum; Cowanesque branch, $3,646.76; per annum; Fall Brook branch, $326.16, per annum. Discontinued April 4, 1894.

Red, Blue, White, Nickel Plate, Hoosac Tunnel and West Shore Lines, Merchants' Dispatch, Commercial Express, all on same terms. Receive for freight a pro-rata of a fixed through rate. Each line furnishes cars at regular mileage rates.

Western Union Telegraph Company, for use of line pay one-half of gross receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	73	54
Number wooden	27	27
Number combination	2	2
Trestles:		
Number	40	40
Aggregate length (feet)	2,080	2,080
Telegraph:		
Miles of line owned by this company	53	53
Miles of wire owned by this company	106	106

Gauge of track, ... 4 ft. 8 1-2 in.

What provision, if any, has been made by this road for the payment of its funded debt: $180,000.00 drawn and paid per annum.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White, Blue, Nickel Plate, Hoosac Tunnel, West Shore, Merchants' Despatch, Interstate Despatch, Erie Despatch, Southwest Despatch and Commercial Express.

FALLS CREEK RAILROAD COMPANY.

Date of organization: July 11, 1889.

By what authority incorporated: General laws and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Bell	Buffalo, N. Y.	July 26, 1894.
G. H. Lewis	Buffalo, N. Y.	do.
J. E. Morris	DuBois, Pa.	do.
John Reed	DuBois, Pa.	do.
E. J. Lofts	Reynoldsville, Pa.	do.
F. Morrison	Sharon, Pa.	do.

Date of last meeting of stockholders for election of directors: July 26, 1893.

Postoffice address of general office: Falls Creek, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. B. Elliott,	Reynoldsville, Pa.
Vice President,	F. A. Bell,	Buffalo, N. Y.
Secretary and Treasurer,	Charles Clifton,	Buffalo, N. Y.
Auditor,	R. W. Macpherson,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Falls Creek railroad,	Falls Creek, Pa.,	London Mine, Pa.,	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,560 51	Capital stock,	$30,000 00
Cash and current assets,	8,059 38	Current liabilities,	4,564 58
		Profit and loss,	1,055 31
Total,	$39,619 89	Total,	$35,619 89

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

FAYETTE COUNTY RAILROAD COMPANY.

Operated by Pittsburgh and Connellsville Railroad Company. Now operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
E. B. Dawson,	Uniontown, Pa.	J. V. Thompson,	Uniontown, Pa.
Dr. F. C. Robinson,	Uniontown, Pa.	W. L. Robinson,	Uniontown, Pa.
John K. Ewing,	Uniontown, Pa.	Jacob M. Beeson,	Hopwood, Pa.
Nathaniel Ewing,	Uniontown, Pa.		

Date of last meeting of stockholders for election of directors: May 5, 1879.

Postoffice address of general office: Uniontown, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Maryland.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Dawson,	Uniontown, Pa.
Secretary, Treasurer,	J. V. Thompson,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Fayette County Railroad Company.	Uniontown,	Connellsville,	Pittsburgh and Connellsville Railroad Company by Baltimore and Ohio Railroad Company.	12⅝	12⅝

The Fayette County Railroad Company is leased to the Pittsburgh and Connellsville Railroad Company (now Baltimore and Ohio Railroad Company), for 99 years from November 1, 1864, and all questions not answered by us are supposed to fall to it.

GETTYSBURG AND HARRISBURG RAILROAD COMPANY.

Date of organization: July 16, 1891.

By what authority incorporated: Pennsylvania, act for the formation and regulation of railroad corporations, April 4, 1868 and supplements.

If a consolidated company, name the constituent companies: Consolidation of Gettysburg and Harrisburg Railroad Company. Chartered in October, 1883, and the South Mountain Railway and Mining Company, organized in 1869 as the South Mountain Iron and Railroad Company. The latter was sold under a foreclosure, June 14, 1877 and re-organized in August, 1877, as the South Mountain Railway and Mining Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Howard T. Naisby,	Philadelphia, Pa.,	Second Monday in January, 1895.
Richard Tull,	Philadelphia, Pa.,	do.
C. K. Klink,	Philadelphia, Pa ,	do.
Roswell Weston,	Philadelphia, Pa.,	do.
J. H. Loomis,	Philadelphia, Pa.,	do.
I. M. Landis,	Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	Joseph S. Harris.	Treasurer,	W. A. Church.
Secretary,	W. R. Taylor.	Comptroller,	D. Jones.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From	To—		
Gettysburg and Harrisburg Railway Company.	Carlisle, Pa.,	Gettysburg, Pa.,	31.60	34.60
	Gettysburg, Pa.,	Round Top, Pa.,	3.00	
Total mileage operated,			34.60	34.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,115,336 96	Capital stock,	$600,000 00
Cost of equipment,	95,302 93	Funded debt,	569,000 00
Cash and current assets,	470 42	Current liabilities,	143,651 73
Profit and loss,	104,228 97	Accrued interest on funded debt not yet payable,	5,687 55
Total,	$1,315,339 28	Total,	$1,315,339 28

CONTRACTS, AGREEMENTS, ETC.

United States Mail: Rate per mile.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Trestles:		
Number,	33	33
Aggregate length (feet),	2,696	2,696
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	34.60	34.60
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	65.60	65.60

Gauge of track, ... 4 ft. 8 1-2 in.

GREENLICK RAILWAY COMPANY.

Date of organization: October 14, A. D. 1874.
By what authority incorporated: Under the laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Daniel H. Persbing, . .	Stauffers, Pa.	Frank T. Hogg, . . .	Pittsburgh, Pa.
Nathaniel B. Hogg, . .	Brownsville, Pa.	Edwin Miles, ...	Pittsburgh, Pa.
Geo. A. Hogg.	Pittsburg, Pa.	Geo. K. Miles, ...	Pittsburgh, Pa.

Date of last meeting of stockholders for election of directors: June 12, 1894.
Postoffice address of general office: Stauffer, Westmoreland county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	D. H. Pershing, ...	Stauffers, Pa.
Secretary and Treasurer, ...	Minnie S. Pershing, ...	Stauffers, Pa.
Gen'l Solicitor, Att'y or Counsel, . . .	Will A. Hogg, ...	Uniontown, Pa.
General Manager, ...	D. H. Pershing, ...	Stauffers, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Greenlick Railway, ...	Greenlick Junction, .	Mt. Vernon Mines, . .	3.8	3.8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$9,875 65	Capital stock, ...	$45,000 00
Cash and current assets, ...	78 60		
Profit and loss, ...	35,045 75		
Total, ...	$45,000 00	Total, ...	$45.000 00

IMPORTANT CHANGES DURING THE YEAR.

Lease to E. W. Bradley and Company returned.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Trestles:		
Number,	3	3
Aggregate length (feet),	227	227

Gauge of track, ... 3 feet.

HANOVER AND YORK RAILROAD COMPANY.

Date of organization: July 9, 1873.

By what authority incorporated: Special act, April 21, 1873.

If a consolidated company, name the constituent companies: Littlestown Railroad Company, incorporated June 10, 1864. Consolidated with Hanover and York Railroad Company, December 31, 1892.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia, Pa.,	February 20, 1895.
Wm. A. Patton,	Philadelphia, Pa.,	do.
Geo. D. Klinefelter,	Hanover, Pa.,	do.
John S. Young,	Hanover, Pa.,	do.
Geo. P. Smyser,	York, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 21, 1894.

Postoffice address of general office: General office, Broad Street Station, Philadelphia.

Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Hanover and York Railroad.	Maryland State Line.	York, ...	Pennsylvania Railroad Company.	27.65	27.65

Operated by the Pennsylvania Railroad Company, under resolutions of the board of directors, adopted January 3, 1893. Rental, net earnings.

This arrangement is terminable at the option of either party on 30 days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$532,276 48	Capital stock, ...	$325,000 00
Cash and current assets, ...	1,173 79	Funded debt, ...	150,000 00
		Current liabilities, ...	8,897 50
		Profit and loss, ...	49,552 77
Total, ...	$533,450 27	Total, ...	$533,450 27

IMPORTANT CHANGES DURING THE YEAR.

Sold three shares of stock owned, $150.00. Redeemed certificates of indebtedness, $20,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	4	4
Number wooden, ...	6	6
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	25	25
Telegraph:		
Miles of line owned by this company, ...	27.90	27.90
Miles of wire owned by this company, ...	55.80	55.80
Miles of line operated by the Pennsylvania Railroad Company, Lessee, ...	27.90	27.90
Miles of wire operated by the Pennsylvania Railroad Company, Lessee, ...	55.80	55.80
Gauge of track, ...		4 ft. 9 in.

HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Date of organization: Chartered June 9, 1832.
By what authority incorporated: Special act, June 9, 1832.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edmund Smith,	Philadelphia,	September 7, 1894.
G. B. Roberts,	Philadelphia,	do.
James Young,	Middletown, Pa.,	do.
Lewis Elkin,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
A. J. Cassatt,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Enoch Lewis,	Philadelphia,	do.
Thomas Williams, Jr.,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: September 1, 1893.
Postoffice address of general office: General office, Broad Street Station, Philadelphia.
Postoffice address of operating company: General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edmund Smith,	Philadelphia, Pa.
Secretary and Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company.	Dillerville,	Harrisburg,	Pennsylvania Railroad Company.	35.59	35.59
Branch,	Columbia,	Middletown,	Pennsylvania Railroad Company.	18.15	18.15
Total mileage,				53.74	53.74

Leased for 999 years from January 1, 1861.
Rental is equivalent to the dividend on capital stock, 7 per cent. per annum; interest on funded debt 4 per cent. per annum; all taxes on capital stock and bonds, and an organization fund of $2,000.00 per annum.

9-9-94

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,881,210 00	Capital stock,	$1,182,550 00
Stocks of other companies owned,	74,806 97	Funded debt,	700,000 00
Cash and current assets,	61,185 03	Current liabilities,	58,837 50
		Profit and loss,	76,314 89
Total,	$2,017,202 39	Total,	$2,017,202 39

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	16	16
Number iron,	24	24
Tunnels:		
Number,	1	1
Maximum length (feet),	162	162
Minimum length (feet),	162	162
Aggregate length of all tunnels (feet),	162	162
Telegraph:		
Miles of line owned by this company,	34.75	34.75
Miles of wire owned by this company,	387.01	387.01
Miles of line operated by the Pennsylvania Railroad Company,	34.75	34.75
Miles of wire operated by the Pennsylvania Railroad Company,	387.01	387.01

Gauge of track: 4 feet 8 1-2 inches and 4 feet 9 inches.

HUNTINGDON AND BROAD TOP MOUNTAIN RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Long,	Philadelphia,	February, 1895.
Jacob Naylor,	Philadelphia,	do.
William Bault,	Philadelphia,	do.
Johns Hopkins,	Philadelphia,	do.
James Whitaker,	Philadelphia,	do.
Thomas R. Patton,	Philadelphia,	do.
Lewis A. Riley,	Philadelphia,	do.
George H. Colket,	Philadelphia,	do.
William H. Shallcross,	Philadelphia,	do.
Harrison K. Canor,	Philadelphia,	do.
Robert H. Crozer,	Upland, Delaware county, Pa.,	do.
Samuel Bancroft, Jr.,	Wilmington, Del.,	do.

Date of last meeting of stockholders for election of directors: February 6, 1894.

Postoffice address of general office: South East Corner of Walnut and Fourth Streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Spencer M. Janney,	Philadelphia, Pa.
Vice President,	Johns Hopkins,	Philadelphia, Pa.
Secretary and Treasurer,	J. P. Donaldson,	Philadelphia, Pa.
Gen'l Solicitor, Attorney or Counsel,	James W. Paul,	Philadelphia, Pa.
General Manager,	Geo. G. Gage,	Huntingdon, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line, Huntingdon and Broad Top Railroad.	Huntingdon,	Mt. Dallas,		45
Shoup's Branch,	Saxton,	Fisher Colliery,		7.8
Six Mile Run Branch,	Riddlesburg,	Edge Hill,		3.9
Shreeve's Run Branch (S. M. R.),	Shreeve's Run Jc.,	Finley Colliery,		1.3
Sandy Run Branch,	Hopewell,	Cumberland Colliery,		2.9
Long's Run Branch,	Long's Run Jc.,	Kearney,		2.6
Total mileage operated,				63.3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$5,925,714 94	Capital stock,	$3,371,750 00
Lands owned,	63,518 98	Funded debt,	2,280,500 00
Cash and current assets,	135,632 54	Current liabilities,	78,416 61
Sundries,	746,821 78	Sundries,	887,384 91
		Profit and loss,	253,636 72
Total,	$6,871,688 24	Total,	$6,871,688 24

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, twenty-two cents per 100 pounds.
United States Postoffice Department, $4,731.90 per annum.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	18	
Number wooden,	40	
Trestles:		
Number,	42	
Aggregate length (feet),	8,014	
Telegraph:		
Miles of line owned by this company,	53	
Miles of wire owned by this company,	58	
Miles of line operated by this company,	53	
Miles of wire operated by this company,	58	

Gauge of track, ... 4 ft. 9 in.

HUNTERS RUN AND SLATE BELT RAILROAD.

Date of organization: June 8, 1891.
By what authority incorporated: General laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. C. Fuller	Pine Grove Furnace, Pa.	January 10, 1895.
Jay Cooke, Jr.,	Philadelphia, Pa.,	do.
Chas. D. Barney,	Philadelphia, Pa.,	do.
J. Horace Harding,	Philadelphia, Pa.,	do.
B. J. Woodward,	Philadelphia, Pa.,	do.
Jno. M. Butler,	Philadelphia, Pa.,	do.
Wm. H. Gribbons,	Coatesville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 12, 1894.
Postoffice address of general office: Pine Grove Furnace, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. C. Fuller,	Pine Grove Furnace, Pa.
Treasurer,	Jno. M. Butler,	119 So. 4th St., Philadelphia, Pa.
Chief Engineer,	A. E. Lehman,	711 Walnut St., Philadelphia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Hunter's Run and Slate Belt Railroad.	Pine Grove Furnace,	Slate Belt,	5.50	5.50
South Mountain Railway and Mining Company.	Hunter's Run,	Pine Grove Furnace,	8.00	8.00
Total mileage operated,			13.50	13.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$49,548 79	Capital stock	$11,500 00
Cost of equipment,	8,990 00	Current liabilities,	61,731 08
Hunter's Run property,	4,500 00		
Cash and current assets,	5,875 13		
Profit and loss,	4,317 16		
Total,	$73,231 08	Total	$73,231 08

CONTRACTS, AGREEMENTS, ETC.

The Pennsylvania Railroad Company allow us pro rata proportion for delivery of mails out of their compensation from the Government, divided on a mileage basis at rate of $50.71 per mile per annum for eight miles between Hunter's Run and Pine Grove Furnace.

We have a joint freight and passenger traffic agreement with the Philadelphia and Reading Railroad Company, earnings divided on a pro rata mileage basis.

The P. R. & P. Telegraph Company allow us fifty per cent. of their proportion of receipts from business except that in which the Western Union Telegraph Company is interested.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	3	3
Telegraph:		
Miles of line operated by this company	8	.....
Miles of wire operated by this company	8	.....
Gauge of track	4 ft. 8 1-2 in.	

IRONTON RAILROAD COMPANY.

Date of organization: 1859.
By what authority incorporated: By Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Thomas	Catasauqua, Pa.,	October, 1894.
John Thomas	Hokindauqua, Pa.,	do.
Edwin Mickley	Mickleys, Pa.,	do.
B. F. Fackenthal	Easton, Pa.,	do.
James W. Fuller	Catasauqua, Pa.,	do.
James W. Weaver	Easton, Pa.,	do.

Date of last meeting of stockholders for election of directors: October, 1893.
Postoffice address of general office: Easton, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Thomas	Catasauqua, Pa.
Secretary and Treasurer	James W. Weaver	Easton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
The Ironton Railroad,	Coplay,	Ironton,	5½	5½
The Ironton Railroad,	Junction,	Singersville,	3½	3½
Total mileage operated,			9	9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$183,000 00	Capital stock,	$200.000 00
Cost of equipment,	17,000 00	Current liabilities,	5,441 15
Lands owned,	437 50	Profit and loss,	97,004 36
Cash and current assets,	102,098 01		
Total,	$302,535 51	Total,	$302,535 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	11	11
Gauge of track,	4 ft. 8 1-2 in.	

JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Date of organization: April 5, 1862.

By what authority incorporated: Special act Commonwealth of Pennsylvania, entitled: "An act to incorporate the Jamestown and Franklin Railroad Company, approved April 5, A. D. 1862. A supplement to said act, approved March 9, A. D. 1863. Further supplement approved April 19, A. D. 1864. A further supplement, approved February 25, A. D. 1869.

If a consolidated company, name the constituent companies: Junction Railroad Company, charter in effect September 19, 1870, under general laws of the Commonwealth of Pennsylvania. Consolidated with Jamestown and Franklin Railroad Company December 7, 1870.

Operated by Lake Shore and Michigan Southern Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Newell,	Cleveland, Ohio,	January 24, 1895.
O. G. Getzen-Danner,	Cleveland, Ohio,	do. do.
James H. Reed,	Pittsburgh, Pa.,	do. do.
E. A. Walling,	Erie, Pa.,	do. do.
S. P. McCalmont,	Franklin, Pa.,	do. do.
O D. Bleakley,	Franklin, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Stoneboro, Pa.

Postoffice address of operating company: Cleveland, O.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Rasselas Brown,	Warren, Pa.
Secretary and Treasurer,	Robt. P. Cann,	Stoneboro', Pa.
Gen'l Solicitor, Att'y or Counsel,	James H. Reed,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To			
Jamestown and Franklin Railroad.	Jamestown, Pa.	Oil City, Pa.	Lake Shore and Michigan Southern Railway Company.	50.91	50.91

The Lake Shore and Michigan Southern Railway Company contracts to operate the railroad of the Jamestown and Franklin Railroad Company for the term of five (5) years from January 1, 1890. The said Lake Shore Company at its own cost is to maintain, manage, operate and keep in efficient public use the railroad of said Jamestown and Franklin Company with its structures and appurtenances, in all substantial respects as if it (the Lake Shore Company) were the owners thereof, and to furnish and keep in repair all motive power and rolling stock properly adapted and adequate for the business thereof, and to operate said railroad in connection with and as a part of its (said Lake Shore) system of roads, and to so adjust rates and conduct business so as to encourage, develop and increase both the local and through traffic upon said Jamestown and Franklin Railroad. The fixing of rates and tariffs to be done by said Lake Shore Company, but it shall be done with a view to obtain the greatest practicable income and best net results to said Jamestown and Franklin Company. Said Lake Shore Company to pay all taxes except such taxes as may be imposed by the State of Pennsylvania or United States, upon tonnage, dividends on stocks or interest on bonds. The Jamestown and Franklin Company to keep up, at its own expense, its corporate organization. The said Lake Shore Company to pay to said Jamestown and Franklin Company thirty (30) per cent. of the gross income of said Jamestown and Franklin Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,648,583 06	Capital stock,	$607,243 00
Lands owned,	23,735 23	Funded debt,	780,000 00
Cash and current assets,	8,473 30	Current liabilities,	1,208,312 72
		Accrued interest on funded debt not yet payable,	3,916 67
		Profit and loss,	82,289 20
Total.	$2,680,791 59	Total,	$2,680,791 59

CONTRACTS, AGREEMENTS, ETC.

All such contracts are made by lessee.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	4	4
Number wooden,	6	6
Trestles :		
Number,	8	8
Aggregate length (feet),	732	732
Tunnels :		
Number,	1	1
Maximum length (feet),	925	925
Maximum length (feet),	925	925
Aggregate length of all tunnels,	925	925
Telegraph :		
Miles of line owned by this company,*	51	51
Miles of wire owned by this company,	51	51
Miles of line operated by other companies,*	51	51
Miles of wire operated by other companies,	318	318

Gauge of track, ... 4 ft. 8 1-2 in.

*The 51 miles of line reported as owned by this company and 51 miles of line operated by other companies, refer to same line of poles. We are but a joint owner of the line on which all wires are attached.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: This company is not a member of any. All such lines operating over the line of this road do so under arrangements made with lessee (Lake Shore and Michigan Southern Railway Company).

JEFFERSON RAILROAD COMPANY.

Date of organization: February 15, 1864.

By what authority incorporated: Special charter under act of April 28, 1851, confirmed by act of March 16, 1863, of Pennsylvania Legislature.

Operated by New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
I. Lowber Welsh,	Philadelphia, Pa.,	Second Tuesday in June, 1895.
W. A. May.	Scranton, Pa.,	do. do.
Samuel Hines,	Scranton, Pa.,	do. do.
Geo. Van Kenren,	Carbondale, Pa.,	do. do.
John King.	New York City, N. Y.,	do. do.
Eben B. Thomas,	New York City, N. Y.,	do. do.
A. R. Macdonough,	New York City, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: Second Tuesday in June, 1894.

Postoffice address of general office: 21 Cortlandt St., New York City.

Postoffice address of operating company: P. O. Box 839, New York City.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	I. Lowber Welsh,	Philadelphia, Pa.
Secretary,	A. R. Macdonough,	P. O. Box 839, New York City.
Treasurer,	Edward White,	P. O. Box 839, New York City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

See printed copy of leases on file with report for 1893.

GENERAL BALANCE SHEET.

DR.		CR.		
Cost of road,	$6,577,258 13	Capital stock,		$2,096,050 00
		Funded debt,		3,100,000 00
		Advances:		
		Erie Railway Company,	$912,632 11	
		New York, Lake Erie and Western Railroad Co.,	468,576 02	
				1,381,208 13
Total,	$6,577,258 13	Total,		$6,577,258 13

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	12	12
Trestles:		
Number,	1	1
Aggregate length (feet),	530	530
Telegraph:		
Miles of line owned by this company,	47.18	47.18
Miles of wire owned by this company,	47.18	47.18
Miles of line operated by this company,	47.18	47.18
Miles of wire operated by this company,	47.18	47.18

Gauge of track, ... 4 ft. 8 1-2 in.

JOHNSONBURG RAILROAD COMPANY.

Date of organization: Chartered March 14, 1887, and organized during that year.

By what authority incorporated: By an Act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. Bayard Henry,	Philadelphia,	Second Monday in April, 1895.	
Henry D. Welsh,	Philadelphia,	do.	do.
Charles W. Henry,	Philadelphia,	do.	do.
N. Thouron,	Philadelphia,	do.	do.
Wm. A. Patton,	Philadelphia,	do.	do.
Samuel G. DeCoursey,	Philadelphia,	do.	do.
Samuel Rea,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: April 9, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. Bayard Henry,	Philadelphia, Pa.
Secretary and Treasurer,	J. S. Vanzandt,	Philadelphia, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg Railroad,	Johnsonburg, Pa.	Clermont, Pa.	The Pennsylvania Railroad Company.	19.69	19.69

The Johnsonburg Railroad is leased to the Pennsylvania Railroad Company for a period of 50 years from the 8th day of July, A. D. 1889, and is operated by that company under said lease, the terms of which provide that the lessee shall pay all operating expenses, including taxes, interest on equipment and organization expenses, the balance of net earnings to be paid to lessor and by it applied: first, to payment of interest on outstanding bonds; second, to payment of five per centum per annum on outstanding capital stock, the balance to be divided equally between the lessee and lessor. The lessee reserves the right, under certain conditions, and upon giving six months' notice of its intention so to do, to cancel and annul said lease at any time after the expiration of five years from the date thereof.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,953 34	Capital stock,	$200,000 00
Lands owned,	500 00	Funded debt,	200,000 00
Cash and current assets,	3,991 57	Current liabilities,	24,000 00
Other assets:			
Sundries,	3,200 00		
Profit and loss,	15,355 09		
Total,	$424,000 00	Total,	$424,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	9	9
Telegraph:		
Miles of line owned by this company	20	20
Miles of wire owned by this company	20	20
Miles of line operated by the Pennsylvania Railroad Company	20	20
Miles of wire operated by the Pennsylvania Railroad Company	20	20

Gauge of track: 4 feet 8 1-2 inches, and 4 feet 9 inches.

JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Date of organization: November 15, 1887.

By what authority incorporated: Incorporated under the general railroad law and Act of Assembly, approved April 4th, 1868, and the acts supplementary thereto.

Operated by the Buffalo, Rochester and Pittsburgh Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrian Iselin	36 Wall St., New York City	Third Tuesday in January, 1895.
Adrian Iselin, Jr.	36 Wall St., New York City	do. do.
Geo. W. Downs	Punxsutawney, Pa.	do. do.
John McLeavy	Stanley, Jefferson Co., Pa.	do. do.
W. R. Cole	Stanley, Jefferson Co., Pa.	do. do.
C. H. McCauley	Ridgway, Pa.	do. do.
Jno. G. Whitmore	Ridgway, Pa.	do. do.
J. M. Grosh	Ridgway, Pa.	do. do.
W. W. Arms	Ridgway, Pa.	do. do.
John H. Hocart	36 Wall St., New York City	do. do.
C. O. D. Iselin	36 Wall St., New York City	do. do.

Date of last meeting of stockholders for election of directors: January 16th, 1894.

Postoffice address of general office: Ridgway, Elk county, Pa.

Postoffice address of operating company: Buffalo, Rochester and Pittsburgh Railway Company, Rochester, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Adrian Iselin	36 Wall St., N. Y. City.
Secretary and Treasurer	Adrian Iselin, Jr.	36 Wall St., N. Y. City.
Assistant Treasurer	Columbus O'Donnell Iselin	36 Wall St., N. Y. City.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Johnsonburg and Bradford Railroad Company.	Howard Jc., Pa.	Mt. Jewett, Pa.	Buffalo, Rochester and Pittsburgh Railway Company, ...	19.60	19.60

Agreement dated February 2d, 1892, between the Buffalo, Rochester and Pittsburgh Railway Company, first party, the Johnsonburg and Bradford Railroad Company, second party, and Adrian Iselin, third party.

The third party agrees to completely construct the Johnsonburg and Bradford Railroad.

The second party agrees to pay the actual cost in the capital stock of the second party, which is subsequently to be sold and delivered to the first party, who will pay for same in general mortgage 5 per cent. bonds at 90 per cent. of their par value and accrued past due coupons cut off.

The first party agrees to deliver said stock to Union Trust Company, of New York, mortgagee in trust of said general mortgage 5 per cent. bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$917,554 73	Capital stock.	$420,000 00
		Funded debt.	420.000 00
		Current liabilities, ...	77,554 73
Total,.	$917,554 73	Total, ...	$917,554 73

CHARACTERISTICS OF ROAD.

"Characteristics of Road" is covered by report of the Buffalo, Rochester and Pittsburgh Railway Company, the operating company.

Gauge of track, ... 4 ft. 8 1-2 in.

JUNCTION RAILROAD COMPANY.

Date of organization: May 28, 1860.

By what authority incorporated: State of Pennsylvania, acts of May 3d, 1860 (P. L. P. 780), March 23d, 1861 (P. L. P. 177), April 26th, 1864 (P. L. P. 609), April 11th, 1862 (P. L. P. of 1867, P. 1349), February 2d, 1865 (P. L. P. 88).

Operated by the Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts (Pres.),	Broad Street Station, Philadelphia,	April 1, 1895.
N. P. Shortridge,	Broad Street Station, Philadelphia,	do.
John P. Green,	Broad Street Station, Philadelphia,	do.
Frank Thompson,	Broad Street Station, Philadelphia,	do.
Joseph S. Harris,	Reading Terminal, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: April 2d, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia; Philadelphia, Wilmington and Baltimore Railroad Company, Broad Street Station, Philadelphia; Philadelphia and Reading Railroad Company, Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Broad Street Station, Philadelphia.
Secretary,	Jno. C. Sims,	Broad Street Station, Philadelphia.
Treasurer,	R. W. Smith,	Broad Street Station, Philadelphia.
Gen'l Solicitor, Att'y, or Counsel,	John Scott,	Broad Street Station, Philadelphia.
Comptroller,	R. W. Downing,	Broad Street Station, Philadelphia.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Junction Railroad Company,	Belmont,	Thirty-Fifth Street,	1.89	1.89
	North end of Market street tunnel.	Gray's Ferry,	1.67	1.67
Total mileage operated,			3.56	3.56

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The Pennsylvania Railroad Company, Philadelphia, Wilmington and Baltimore Railroad Company and Philadelphia and Reading Railroad Company run their trains over the Junction railroad paying to the Junction Railroad Company a certain rate per car per mile for trackage, the Junction Railroad Company applying the company moving the traffic for use of its motive power.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,034,829 40	Capital stock,	$250.000 00
Cash and current assets,	56,553 37	Funded debt,	725,000 00
		Current liabilities,	41,876 58
		Profit and loss,	74,506 19
Total,	$1,091,580 77	Total,	$1,091,382 77

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	2	2
Number iron,	2	2
Tunnels :		
Number,	2	2
Maximum length (feet),	754	754
Minimum length (feet),	188	188
Aggregate length of all tunnels (feet),	942	942
Telegraph :		
Miles of line owned by this company,	1.67	1.67
Miles of wire owned by this company,	15.73	15.73
Miles of line operated by this company,	5.23	5.23
Miles of wire operated by this company,	19.29	19.29

Gauge of track, ... 4 ft 9 in.

KENDALL AND ELDRED RAILROAD COMPANY.

Date of organization: April 4th, 1878.

By what authority incorporated: Organized under the Act of General Assembly of Pennsylvania, approved April 4th, 1868 (P. L. 62), entitled: "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey,	104 So. Fifth St., Philadelphia, Pa.,	January 14, 1895.
N. Thouron,	433 Chestnut St., Philadelphia, Pa.,	do.
G. E. Bartol,	139 So. Front St., Philadelphia, Pa.,	do.
J. K. Barclay,	407 Locust St., Philadelphia, Pa.,	do.
J. Rundle Smith,	109 So. 3rd St., Philadelphia, Pa.,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia, Pa.,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9th, 1893.

Postoffice address of general office: Buffalo, N. Y., 84 Exchange St.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. G. DeCoursey,	Philadelphia, Pa.
Vice President,	N. Thouron,	Philadelphia, Pa.
Secretary,	J. R. Trimble,	Philadelphia, Pa.
Treasurer,	F. S. Buell.	Buffalo, N. Y.
Auditor.	Jno. F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kendall and Eldred Railroad Company,	Eldred,	Tarport,	Western New York and Pennsylvania Railroad Company.	18.28	18.28

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Kendall and Eldred Railroad Company.

Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. "M," page 261, also July 21, 1882, in Deed Book, Vol. 16, page 103.

Nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Included in report of the Western New York and Pennsylvania Railroad Company.

Gauge of track, ... 8 feet.

KENSINGTON AND TACONY RAILROAD COMPANY.

Date of organization: March 25, 1884.

By what authority incorporated: General law of State of Pennsylvania, approved April 4, 1868

If a consolidated company, name the constituent companies: Frankford Creek Railroad Company, which was organized March 17, 1890, was consolidated with Kensington and Tacony Railroad Company April 14, 1891.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea,	Philadelphia, Pa.,	Third Tuesday in March, 1895.
R. D. Barclay,	Philadelphia, Pa.,	do. do.
Wm. H. Barnes,	Philadelphia, Pa.,	do. do.
John P. Green,	Philadelphia, Pa.,	do. do.
Chas. E. Pugh,	Philadelphia, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.
Henry D. Welsh,	Philadelphia, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: March 20, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company:! Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	F. W. Schwarz,	Philadelphia, Pa.
Treasurer.	J. S. Vanzandt,	Philadelphia, Pa.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kensington and Tacony Railroad Company,	West end of Tacony yard, 450 feet from south line of Oxford street.	Philadelphia and Trenton Railroad at Tioga street.	The Pennsylvania Railroad Company,	5.13	5.13

Lease to the Pennsylvania Railroad Company, dated November 9, 1887, for five years from January 1, 1887. Renewed by agreement dated March 15, 1892, for one year from January 1, 1892, and thereafter from year to year, terminable upon six months' notice. Rental, $30.00 per annum and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$341,623 47	Capital stock,	$334,550 00
Cash and current assets,	212 43	Current liabilities,	7,340 61
Profit and loss,	54 81		
Total,	$341,890 61	Total,	$341,890 61

IMPORTANT CHANGES DURING THE YEAR.

Six hundred and ninety-one shares of common stock issued during year in settlement of expenditures account of construction, to amount of $34,550.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	1	1
Trestles:		
Number	7	7
Aggregate length (feet)	3,802	3,802
Gauge of track		4 ft. 9 In.

KINZUA RAILWAY COMPANY.

Date of organization: January 18, 1881.

By what authority incorporated: Under the Act of General Assembly of Pennsylvania, approved April 4, 1863, P. L. 62, entitled "An act to authorize the formation and regulation of railroad corporations and the various supplements thereto."

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey	104 S. Fifth St., Philadelphia	January 14, 1895.
N. Thouron	433 Chestnut St., Philadelpaia	do.
G. E. Bartol	139 S. Front St., Philadelphia	do.
J. K. Barclay	407 Locust St., Philadelphia	do.
J. Rundle Smith	109 S. Third St., Philadelphia	do.
W. C. Bullitt	Bullitt Building, Philadelphia	do.
E. W. Clark, Jr.	Bullitt Building, Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	S. G. DeCoursey	Philadelphia.
Vice President	N. Thouron	Philadelphia.
Secretary	J. R. Trimble	Philadelphia.
Treasurer	F. S. Buell	Buffalo, N. Y.
Auditor	John F. Reynolds	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua railway, ...	Kinzua Junction.	Kinzua, . . .	Western New York and Pennsylvania Railroad Company.	14.04	14.04

Lease dated, executed and acknowledged, December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Kinzua Railway Company of Pennsylvania.

Recorded in McKean county, Pennsylvania, February 16, 1882, in Mortgage Book, Vol. M, page 252; also, July 21, 1882, in Deed Book, Vol. 16, page 94, and in Warren county, Pennsylvania, February 1, 1882, in Deed Book, No. 47, page 522.

Nine hundred and ninety-nine years from December 8, 1881. This road is leased to the Western New York and Pennsylvania Railway Company, and its operations are included in the report of that company to which you are respectfully referred.

CHARACTERISTICS OF ROAD.

Gauge of track, 3 feet, and 4 feet 8 1-2 inches.

KINZUA CREEK AND KANE RAILROAD COMPANY.

Date of organization: June 16, 1888.

By what authority incorporated: By an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "A supplement to an act, entitled 'An act to authorize the formation and regulation of railroad corporations,'" approved the 8th day of June, A. D. 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
G. W. Campbell, . . .	North Kane, Pa.	T. W. Reese.	Kane, Pa.
John W. Campbell, . .	North Kane, Pa.	C. A. Buchanan, . . .	Kane. Pa.
E. W. Campbell, . . .	North Kane, Pa.	C. D. Campbell, . . .	North Kane, Pa.
W. W. Brown.	Bradford, Pa.		

Date of last meeting of stockholders for election of directors: December 15, 1893.

Postoffice address of general office: North Kane, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. W. Campbell,	North Kane, Pa.
Vice President,	W. W. Brown,	Bradford, Pa.
Secretary, Treasurer,	Jno. W. Campbell,	North Kane, Pa.
Chief Engineer,	E. W. Campbell,	North Kane, Pa.
Gen'l Solicitor, Att'y or Counsel,	W. W. Brown,	Bradford, Pa.
Auditor,	C. A. Buchanan,	Kane, Pa,

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Creek and Kane railroad,	Kane,	W. N. Y. & P. R. at Foot Run.	14	14

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$56,473 97	Capital stock,	$65,600 00
Cost of equipment,	22,397 47	Funded debt,	10,000 00
Profit and loss,	498 58	Current liabilities,	3,770 02
Total,	$79,370 02	Total,	$79,370 02

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number wooden,	28	28
Trestles :		
Number,	5	5
Aggregate length (feet),	1,500	1,500
Telegraph :		
Miles of line owned by this company,	6	6
Miles of wire owned by this company,	6	6

Gauge of track, ... 4 ft. 8 1-2 in.

KINZUA HEMLOCK RAILROAD COMPANY.

Date of organization: June 12, 1890.
By what authority incorporated: General act approved April 4, 1868, and supplements thereto.
Operated by the Mt. Jewett, Kinzua and Riterville Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. M. Longshore,	Kane, Pa.,	January 21, 1895.
Evan O'N. Kane,	Kane, Pa.,	do.
J. D. Brooder,	Kane, Pa.,	do.
Joshua Davis,	Kane, Pa.,	do.
Thos. L. Kane,	Kane, Pa.,	do.
J. D. Magowan,	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: Kushequa, Pa.
Postoffice address of operating company: Mt. Jewett, Kinzua and Riterville Railroad Company, Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. L. Kane,	Kane, Pa.
Secretary,	Elisha K. Kane,	Kushequa, Pa.
Treasurer,	Z. E. Kane,	Kushequa, Pa.
Chief Engineer,	M. J. Dill,	Kane, Pa.
Auditor,	A. B. Cody,	Kushequa, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Kinzua Hemlock railroad.	Camp Halsey,	West Line, .	Mt. Jewett, Kinzua and Riterville Railroad Company.	13.10	13.10

By contract with Mt. Jewett, Kinzua and Riterville Railroad Company, dated December 15, 1891, Kinzua Hemlock railroad is leased for 99 years for three-eighth of net earnings of both roads. In consideration of the contract Kinzua Hemlock railroad pays $12,000.00 in hand.

Mt. Jewett, Kinzua and Riterville Railroad Company subscribes $57,000.00 towards the capital stock of the Kinzua Hemlock railroad and agrees to advance money for construction not exceeding $20,000.00.

Rental to be applied first, first, to extension and improvements; second; to repayment or third, to dividends on capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$144,129 95	Capital stock,	$112,100 00
		Current liabilities,	23,692 02
		Profit and loss,	8,400 93
Total,	$144,129 95	Total	$144,129 95

IMPORTANT CHANGES DURING THE YEAR.

1.25 miles branch line and sidings.

$8,950.00 stock issued to Mt. Jewett, Kinzua and Riterville Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	8	8
Aggregate length (feet),	510	510
Telephone:		
Miles of line owned by this company,	8.5	8.5
Miles of wire owned by this company,	8.5	8.5
Miles of line operated by Mt. Jewett, Kinzua and Riterville Railroad Company,	8.5	8.5
Miles of wire operated by Mt. Jewett, Kinzua and Riterville Railroad Company,	8.5	8.5

Gauge of track, ... 4 ft. 8 1-2 in

KINZUA VALLEY RAILROAD COMPANY.

Date of organization: March 30, 1887.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
S. G. DeCoursey,	Philadelphia, Pa.,	January 14, 1895.
Nicholas Thouron,	Philadelphia, Pa.,	do.
Spencer S. Bullis,	Olean, N. Y.,	do.
Franklin S. Buell,	Buffalo, N. Y.,	do.
Frank Rumsey,	Buffalo, N. Y.,	do.
Robert Bell,	Buffalo, N. Y.,	do.
A. J. Thompson,	Titusville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 11, 1892.

Postoffice address of general office: 84 Exchange street, Buffalo, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia, Pa.
Vice President,	Nicholas Thouron,	Philadelphia, Pa.
Secretary, Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Gen'l Solicitor, Att'y or Counsel,	Frank Rumsey,	Buffalo, N. Y.
Auditor,	John T. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kinzua Valley Railroad Company,	Morrison, Pa.,	West Line, Pa.,	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$111,265 53	Capital stock,	$105,000 00
Cost of equipment,		Current liabilities,	5,255 24
Cash and current assets,	2,358 38	Profit and loss,	3,568 67
Total,	$113,823 91	Total,	$113,823 91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	5	5
Aggregate length (feet),	276	276

KISHACOQUILLAS VALLEY RAILROAD COMPANY.

Date of organization: June 14, 1892.

By what authority incorporated: "An act to authorize the formation and regulation of railroad corporations," approved the 4th day of April, A. D. 1868, and the several supplements thereto in the manner and at the time therein specified.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. S. Wilson,	Bellville, Pa.,	June, 1895.
Wm. B. Maclay,	do.	do.
J. P. Getter,	do.	do.
J. G. Renno,	do.	do.
James Hayes,	do.	do.
John M. Fleming,	do.	do.
James T. Wills,	do.	do.
J. K. Detweiler,	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office, Belleville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. M. Gibboney,	Belleville, Pa.
Vice President,	H. S. Wilson,	do.
Secretary,	Wm. B. Maclay,	do.
Treasurer,	E. Bruce Alexander,	do.
General Solicitor, Attorney or Counsel,	E. Bruce Alexander,	do.
Auditor,	G. FayGracey,	do.
General Manager,	J. P. Getter,	do,

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Kishacoquillas Valley Railroad Company.	Belleville,	Reedsville,	9 2-10	9 2-10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,228 22	Capital stock,	$68,500 00
Cost of equipment,	4,353 00	Funded debt,	3,300 00
Lands owned,	397 65	Profit and loss,	7,178 87
Total,	$78,978 87	Total,	$78,978 87

CONTRACTS, AGREEMENTS, ETC.

This company has a contract with the Adams Express Company for which it receives 40 per cent. of the gross receipts for transportation of express over its road.

This company has an agreement with the United States Government for carrying the mail over its roads, for which it receives a yearly compensation of $300.00.

This company has an agreement with the Pennsylvania Railroad Company for the use of terminal facilities at Reedsville, Pa., belonging to the said Pennsylvania Railroad Company, for which this company pays a monthly rental of sixty dollars.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	200	
Tunnels:		
Number,	2	2

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Station house and terminal facilities at Reedsville, Pa., belonging to Pennsylvania Railroad Company.

LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.
By what authority incorporated: Under General Railroad Laws, approved April 4, 1868, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. D. Lusk,	Montrose, Pa.,	Next election.
W. H. Jessup,	Montrose, Pa.,	do.
W. R. Storrs,	Scranton, Pa.,	do.
W. H. Storrs,	Scranton, Pa.,	do.
Garret Bogart,	Scranton, Pa.,	do.
J. W. Fowler,	Scranton, Pa.,	do.
G. M. Hallstead,	Scranton, Pa.,	do.
W. G. Parke,	Montrose, Pa.,	do.
H. L. Beach,	Montrose, Pa.,	do.
M. T. Corbett,	Scranton, Pa.,	do.
James Archbald,	Scranton, Pa.,	do.
D. Sayre,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election or directors: January 5, 1893.
Postoffice address of general office: 28 Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. F. Hallstead,	Scranton, Pa.
Secretary and Auditor,	Fred. F. Chambers,	New York city, N. Y.
Treasurer,	Fred. H. Gibbens,	New York city, N. Y.
Assistant Auditor,	William C. Swift,	New York city, N. Y.
Assistant Treasurer,	Arthur D. Chambers,	New York city, N. Y.
Assistant Treasurer (Local),	Amos Nichols,	Montrose, Pa.
General Manager,	W. F. Hallstead,	Montrose, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lackawanna and Montrose, ...	Junction with Delaware, Lackawanna and Western at Montrose.	Montrose, ...	10.48	10.48

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$141,879 83	Capital stock, ...	$130.500 00
Cash and current assets, ...	4,832 00	Current liabilities, ...	4,387 45
		Scrip stock, representing instalments paid on subscriptions to capital stock, ...	360 00
		Profit and loss, ...	6.680 70
Total, ...	$141,928 15	Total, ...	$141,928 15

CONTRACTS, AGREEMENTS, ETC.

As this company connects with the Delaware, Lackawanna and Western Railroad Company, the latter's equipment is in use.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	900	900
Gauge of track, ...	4 ft. 8 1-2 in.	

LANCASTER, OXFORD AND SOUTHERN RAILROAD COMPANY.

Date of organization: September 3, 1890.

By what authority incorporated: Reorganized after foreclosure sale of the Peachbottom railroad, which existed by virtue of a special act approved March 24, 1868, and the supplement thereto, approved March 29, 1872.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Walter M. Franklin,	Lancaster, Pa.,	May 1, 1895.
J. W. B. Bausman,	Lancaster, Pa.,	do.
E. K. Martin,	Lancaster, Pa.,	do.
J. B. Long,	Lancaster, Pa.,	do.
J. E. Ramsey,	Oxford, Pa.,	do.
J. M. Showalter,	Oxford, Pa.,	do.
R. B. Patterson,	Spruce Grove, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1894.
Postoffice address of general office: Oxford.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Walter M. Frankln,	Lancaster, Pa.
Secretary, Treasurer,	J. W. B. Bausman,	Lancaster, Pa.
Chief Engineer,	A. M. Nevin,	Oxford, Pa.
Auditor,	J. B. Long,	Lancaster, Pa.
General Manager,	A. M. Nevin,	Oxford, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lancaster, Oxford and Southern Railroad.	Susquehanna,	Oxford,	20	20

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$100,000 00	Capital stock,	$100,000 00
Total,	$100,000 00	Total.	$100,000 00

CONTRACTS, AGREEMENTS, ETC.

Adams Express.
Mail route from Oxford, Pa., to Peter's Creek, Pa.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	10	10
Trestles:		
Number,	20	20
Aggregate length (feet),	573	573

Gauge of track, ... 3 feet.

LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

By what authority incorporated: History is taken from annual report for 1870 and attached to original as answer to these questions.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Newell,	Cleveland, O.,	May, 1895.
E. S. Worcester,	New York, N. Y.,	do.
C. M. Depew,	New York, N. Y.,	do.
F. W. Vanderbilt,	New York, N. Y.,	do.
Jno. DeKoven,	Chicago, Ill.,	do.
C. Vanderbilt,	New York, N. Y.,	May, 1896.
Darius O. Mills,	New York, N. Y.,	do.
Jas. H. Reed,	Pittsburgh,	do.
Rasslas Brown,	Warren, Pa.,	do.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1897.
Sam. F. Barger,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
Chas. M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1894.

Postoffice address of general office: Cleveland, Ohio.

Postoffice address of operating company: Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Newell,	Cleveland, O.
Vice President,	Edwin D. Worcester,	New York, N. Y.
Secretary,		
Treasurer,	N. Bartlett,	Cleveland, O.
Treasurer, Local,	Geo. C. Greene,	Cleveland, O.
General Solicitor, Att'y or Counsel,	R. H. Hill,	Cleveland, O.
Auditor, Acting,	John Newell,	Cleveland, O.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line.				
	Buffalo,	Erie,	88.00	
	Erie,	Cleveland,	95.50	
	Cleveland,	West End Toledo Bridge, via Norwalk.	111.77	
	West End Toledo Bridge.	Toledo,	1.10	
	Toledo,	Chicago, via Adrian,	244.12	
			540.49	44.06
Branches of The Lake Shore and Michigan Southern Railway.				
	Elmyria Junction,	Millbury Junction, via Sandusky.	72.95	
	Sandusky Pier, from Junction.	Old Depot,	3.72	
	Air Line Junction,	Elkhart,	130.83	
	Lenawee Junction,	Jackson,	41.98	
	Lenawee Junction,	Monroe,	29.37	
	Ashtabula,	Ashtabula Harbor,	2.33	
	Ashtabula,	Jamestown,	35.98	
	Junction with D. A. V. and Pittsburgh Railroad at Dunkirk.		1.50	
			318.66	5.26
Proprietary Roads (owned wholly by this Company).				
Detroit, Monroe and Toledo Railroad.	Air Line Junction,	Detroit.	62.36	
Kalamazoo and White Pigeon Railroad.	White Pigeon,	Kalamazoo,	36.57	
Northern Central Michigan Railroad,	Jonesville,	North Lansing,	61.14	
Detroit and Chicago Railroad,	Detroit River Junction.	Fayette,	62.31	
Sturgis, Goshen and St. Louis Railroad.	Goshen,	Finley,	35.81	
Silver Creek and Dunkirk Railway,	Silver Creek,	Dunkirk,	8.71	
			322.56	53.17
Roads Operated under Lease.				
Kalamazoo, Allegan and Grand Rapids Railroad.	Kalamazoo,	Grand Rapids,	58.42	
Jamestown and Franklin Railroad,	Jamestown,	Oil City,	50.91	
Mahoning Coal Railroad,	Andover,	Youngstown,	38.31	
	Branch,	No. 9 Coal Bank,	2.85	
	Branch,	Keel Ridge Coal Bank,	0.73	
	Sharon Branch,		8.31	
			50.20	
Detroit, Hillsdale and Southwestern Railroad.			65.20	
Fort Wayne and Jackson Railroad,			97.83	
Total,			1448.61	102.49

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$66,700,000 00	Capital stock,	$50,000,000 00
Cost of equipment,	17,300,000 00	Funded debt,	45,016,000 00
Bonds of other companies owned,	667,400 00	Current liabilities,	2,906,352 32
Stocks of other companies owned,	13,410,842 91	Profit and loss,	12,056,353 74
Other permanent investments,	6,433,951 81		
Cash and current assets,	5,466,511 34		
Total,	$109,978,706 06	Total,	$109,978,706 06

CONTRACTS, AGREEMENTS, ETC.

American Express Company, Buffalo to Cleveland pays from 15 to 50c per 100 lbs. on freight.

United States Express Company, Buffalo to Chicago, pays from 20 to 85c for 100 pounds on freight.

These companies do a general express business and deliver freight to us at our depots.

United States Government pays for mail service, including R. P. O. cars, per annum, $1,351,619.12.

Sleeping and Parlor cars owned and operated by Wagner Palace Car Company, who charge $2.00 for double berth and $4.00 for section, and from 25c to $1.50 for seats in drawing room cars. Lake Shore and Michigan Southern Railway own and operate thirteen dining and buffet cars.

Red, White and Midland lines. Co-operative railroads own their cars and prorate expenses. Merchants Despatch and Empire line, stock companies, own their cars and receive current rate of mileage and a commission on all freight secured by them.

Erie and Pittsburgh Railroad runs its traffic (both passenger and freight) over the Lake Shore and Michigan Southern Railway, between Erie and Girard, and is allowed 55 per cent. of the earnings thereof.

Have a long contract with Western Union Telegraph Company. Railway company derives no revenue from commercial business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	22	
Number iron,	183	14
Number wooden,	42	8
Trestles:		
Number,	144	9
Aggregate length,	20,293$\frac{1}{2}$	1,058
Tunnels:		
Number,	2	1
Maximum length,	1,200	1,200
Minimum length,	142	1,200
Aggregate length of all tunnels,	1,342	1,200
Telegraph:		
Miles of line owned by this company,	1,869	150
Miles of wire owned by this company,	1,761	115
Miles of line operated by this company,	1,869	150
Miles of wire operated by this company,	3,407	235
Miles of line operated by Western Union Telegraph Company,	1,833	150
Miles of line operated by Postal Telegraph Company,	36	
Miles of wire operated by Western Union Telegraph Company,	12,519	1,003
Miles of wire operated by Postal Telegraph Company,	36	

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage of $25,000,000 provides for the payment and retirement one per cent., $250,000 per annum.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger station Buffalo, New York Central and Hudson River Railroad; Dunkirk—New York, Lake Erie and Western Railroad; Grand Rapids—Grand Rapids and Indiana Railroad; Oil City—W. N. Y. & P. R. R.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red, White, Midland Line—Co-operative; Merchants' Despatch Transportation Company, Empire Line, stock companies.

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lehigh and Lackawanna railroad.	Bethlehem,	Wind Gap,	25.20	
Wind Gap and Delaware railroad,	Bangor,	Lake Poponaming,	9.71	
Line of other companies over which trains have been run under trackage rights.				
Pennsylvania, Poughkeepsie and Boston railroad.			2.00	
Total mileage operated,			36.91	36.91

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	8	8
Trestles:		
Number,	33	33
Aggregate length (feet),	869	869
Gauge of track,	4 ft. 8 1-2 in.	

LEHIGH AND LACKAWANNA RAILROAD COMPANY.

Date of organization: May 1, 1861.

By what authority incorporated: State of Pennsylvania, under special acts of May 1, 1861, and supplements thereto, March 10, 1862, April 8, 1864, and April 18, 1865.

Operated by Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. W. Clark,	Philadelphia,	January 14, 1895.
Edward Lewis,	Philadelphia,	do.
Thos. McKean,	Philadelphia,	do.
S. Shepherd,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisening,	Philadelphia.
Secretary, Treasurer,	S. Shepherd.	do.
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Lackawanna Railroad.	Bethlehem.	Wind Gap, .	Central Railroad Company of New Jersey.	25.20	25.20

The Lehigh and Lackawanna Railroad is leased to the Lehigh Coal and Navigation Company for the term of 99 years from January 23d, 1867. It was operated for the lessees by the Central Railroad Company of New Jersey, from January 1, 1891, to January 1, 1892, for one-third of gross receipts. It has been operated by that company since December 31, 1892, for 21 per cent. of gross receipts with a minimum rental of $1,500 per month.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$970,500 00	Capital stock,	$370,500 00
		Funded debt,	600,000 00
Total,	$970,500 00	Total,	$970,500 00

LEHIGH AND SUSQUEHANNA RAILROAD.

Operated by Central Railroad Company of New Jersey to whom reference is made for all details of operation.

DIRECTORS.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property wholly by railroad or partly by railroad and partly by water. The railroad is leased by its owned to the Central Railroad Company of New Jersey, who operates it and pay as rental therefor one-third of the gross receipts, the ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts or which has issued as such capital stock or incurred any bonded indebtedness.

Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

The Lehigh and Susquehanna Railroad has no official organization.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lehigh and Susquehanna,	Phillipsburg,	Union Junction.	Central R. R. Co. of New Jersey.	105.33	105.33

The Lehigh and Susquehanna Railroad is leased to and operated by the Central Railroad Company of New Jersey, who pay as rental one-third of the gross receipts. The date of the lease is March 31, 1871, and the term is for 999 years.

LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main lines of railroads operated:				
Lehigh and Susquehanna Railroad,	Phillipsburg,	Union Junction,	105.33	
Nesquehoning Valley Railroad,	Nesquehoning Junc.,	Tamanend,	16.66	
Treskow Railroad,	Silver Brook,	Audenreid,	7.56	
Wilkes-Barre and Scranton Railroad,	Minooka Junc.,	Scranton,	4.85	
				134.40
Branch lines operated:				
	Bethlehem Junc.,	South Bethlehem,	.26	
	Main line,	Quaries,	.50	
	Northampton,	Hokendaqua,	.82	
	Main line,	Allen Cement Works,	.94	
	Drifton Junc.,	Drifton,	10.54	
	Upper Lehigh Junc.,	Upper Lehigh,	10.10	
	Pond Creek Junc.,	Sandy Run,	2.58	
	Do.	Zehner,	.45	
	Ashley,	Collieries,	17.12	
	Lee Mine Station,	Nanticoke,	1.95	
	Miners' Mills,	Empire breaker,	3.95	
	Union Junc.,	Everhart,	3.07	
	Solomon's Gap,	Ashley,	3.12	
				55.40
Lines of other Companies over which trains have been run under trackage rights, etc.:				
Allentown Terminal Railroad,	East Allentown,	Main line,	2.69	
Union Coal Railroad, Delaware and Hudson Canal Company,	Union Junc.,	Minooka Junction,	9.66	
Lehigh Coal Navigation Company,	Hauto,	Greenwood Junction,	6.50	
Philadelphia and Reading Railroad,	Greenwood Junc.,	Tamaqua,	1.20	
Philadelphia and Reading Railroad,	Tamanend,	Silver Brook,	5.20	
Pennsylvania Railroad,	Nanticoke,	Mocanaqua,	9.79	35.04
Total,			224.84	224.84

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	17	17
Number iron,	57	57
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	12.33	12.33
Tunnels:		
Number,	2	2
Maximum length (feet),	1,730	1,730
Minimum length (feet),	390	390
Aggregate length of all tunnels (feet),	2,120	2,120

Gauge of track, ... 4 ft. 8 1-2 in.

11-9-94

LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: Letters patent dated September 20, 1847. Incorporated by act of April, 1846, under name Delaware, Lehigh, Schuylkill and Susquehanna Railroad Company. Name changed by act of January 7, 1853.

By what authority incorporated: Under laws of State of Pensylvania, as viz: April 21, 1846; March 20, 1849; April 9, 1849; April 10, 1852; January 7, 1853; May 8, 1854; April 18, 1855; March 8, 1856; April 16, 1857; May 18, 1857; May 21, 1864; March 21, 1865; April 13, 1866; April 2, 1872.

If a consolidated company name th contsituent companies: Beaver Meadow Railroad Company merged July 8, 1864. Laws April 7, 1830; April 4, 1831; January 29, 1833; April 15, 1835; December 22, 1836; April 14, 1838; March 8, 1839; March 25, 1844; February 18, 1848; March 20, 1849; March 4, 1850; April 3, 1851; March 15, 1853; March 29, 1854; April 15, 1857.

Penn Haven and White Haven Railroad Company merged August 5, 1864. Laws: May 4, 1857; April 11, 1859; April 2, 1860; February 16, 1863; April 3, 1866.

Lehigh and Mahonoy Railroad Company merged June 20, 1866. Laws: April 3, 1864.

Hazleton Coal Company merged May 25, 1868. Laws: March 18, 1836; March 8, 1839; July 27, 1842; July 30, 1842; April 4, 1843; April 5, 1849; March 18, 1851; January 29, 1853; January 12, 1856; April 4, 1856; February 14, 1857; March 8, 1862; March 19, 1863; March 9, 1865; March 21, 1865; March 29, 1867.

Lehigh and Luzerne Railroad Company, formerly Jeddo and Carbon Railroad Company and Lehigh and Luzerne Railroad Company, merged June 16th, 1868. Laws: March 23, 1854; March 16, 1855; February 12, 1856; April 8, 1857; April 16, 1858.

Operated by Philadelphia and Reading Railroad Company from July 1, 1893, to August 1, 1893. The Lehigh Valley Railroad Company from August 1, 1893, to June 30, 1894.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Hartshorne	Philadelphia	January 15, 1895.
Wm. L. Conyngham	Wilkes-Barre	do.
Wm. A. Ingham	Philadelphia	do.
Robert H. Sayre	South Bethlehem	do.
James I. Blakslee	Mauch Chunk	do.
John R. Fell	Philadelphia	do.
John B. Garrett	Philadelphia	do.
Chas. O. S. Kerr	Mauch Chunk	do.
Rollin H. Wilbur	South Bethlehem	do.
Wm. H Sayre	Sonth Bethlehem	do.
Beanveau Borie	Philadelphia	do.
Henry S. Drinker	Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 16, 1894.

Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Elisha P. Wilbur	South Bethlehem.
Vice President	Chas. Hartshorne	Philadelphia.
Second Vice President	Robert H. Sayre	South Bethlehem.
Third Vice President	John B. Garrett	Philadelphia.
Secretary	John R. Fanshawe	Philadelphia.
Treasurer	Wm. C. Alderson	Philadelphia.
Chief Engineer	Chas. E. Webster	South Bethlehem.
General Solicitor. Attorney or Counsel.	Henry S. Drinker	Philadelphia.
Comptroller	Isaac McQuilkin	Philadelphia.
General Traffic Manager	John Taylor	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania
Main Line,	Phillipsburg,	Wilkes-Barre,	98.97	
Jordan Loop,	Jordan Loop,	Allentown,	2.23	
Slate Dale Branch,	Slatington,	Seagersville,	4.08	
Welch Town Creek Branch,	Slatington,	Welsh Town,	1.78	
Bear Creek Branch,	Bear Creek Junction,	Sand Spring Run,	6.03	
Mountain Cut-off,	Fair View,	Avoca,	17.15	
	Port Bowkley,	Harvey Junction,	1.96	
Beaver Meadow Division,	Penn Haven Junction,	Audenreid,	16.13	
Hazleton Division,	Hazle Creek Junction,	Cranberry Junction,	8.83	
Highland Division,	Lumber Yards,	Sandy Run Junction,	7.96	
	Drifton Junction,	Highland Junction,	2.42	
Ebervale Branch,	Pink Ash Junction,	Harleigh Junction,	7.76	
Mahanoy Division,	Black Creek Junction,	Mount Carmel,	38.53	
Mahanoy City Loop,	Park Place,	Barry Junction,	5.32	
Ashland Branch	Kohinor Junction,	Ashland,	7.15	
New Boston Branch,	New Boston Junction,	Tomhicken,	25.41	
			251.71	251.71
Sundry small branches,	Various,	Various,	74.07	74.07
Pennsylvania and New York Central Railroad Company.	Wilkes-Barre,	State Line,	96.53	96.53
Branches,	Various,	Various,	41.61	41.61
Wilkes-Barre and Harvey Lake Railroad.	Luzerne,	Harvey's Lake,	14.06	14.06
Branch,	Black Diamond Br'ker,	Cut-Off Junction,	1.12	1.12
Loyalsock Railroad,	Shawanese Lake,	Bernice,	30.80	30.80
Branches,	Various,	Various,	11.60	11.60
State Line and Sullivan Railroad Company.	Monroeton,	Bernice,	24.45	24.45
Schuylkill and Lehigh Valley Railroad Company.	Lizard Creek Junction,	Blackwood,	39.57	39.57
Branches,	Various,	Various,	2.64	2.64
Southern Central Railroad Company,	State Line,	North Fair Haven,	115.26	
Lehigh Valley Railway Company,	State Line,	Buffalo,	175.19	
	Van Etten Junction,	Geneva Junction,	59.48	
	Auburn Junction,	Ithaca Junction,	42.46	
	Cayuga Junction,	Cayuga,	3.75	
	Hayt's Corner,	Willard,	3.83	
Rochester and Honeoye Valley Railroad Company.	Honeoye Falls,	Rochester,	15.55	
Waverly and State Line Railroad Company.	State Line,	New York, Lake Erie, and Western Railroad Company.	.41	
Easton and Amboy Railroad Co.,	Perth Amboy,	Phillipsburg,	60.15	
Branches,	Various,	Various,	19.44	
Lehigh Valley Terminal Railway Co.,	Constable Junc. City.	South Plainsfield,	21.52	
Branches,	Various,	Various,	4.24	
Trackage.				
Pennsylvania and Schuylkill Valley Railroad Company.	Spring Garden Junc.,	Pottsville,	4.50	4.50
People's Railway Company	Pottsville,	Pottsville,	4.59	4.59
Pennsylvania and Schuylkill Valley Railroad Company.	Frackville,	Shenandoah,	4.50	4.50
	Pottsville,	New Boston Junction,	10.80	10.80
Phila. and Reading Railroad Co.,	Morris Junction,	Frackville,	3.00	3.00
Northern Central Railroad Company,	Mount Carmel,	Shamokin,	8.30	8.30
Central Railroad of New Jersey,	Sandy Run,	Crellen Junction,	5.90	5.90
Barclay Railroad Company,	Barclay Junction,	Monroeton,	3.85	3.85
New York Central and Hudson River Railroad Company.	Batavia,	Suspension Bridge,	51.30	
Pennsylvania Railroad Company,	West Newark Junct.,	Jersey City,	9.40	
Total mileage operated,			1,215.58	633.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$18,110,610 80	Capital stock,	$40,441,310 00
Cost of equipment,	21,452,997 43	Funded debt,	33,929,000 00
Bonds of other companies owned,	12,428,391 58	Accrued interest on funded debt not yet payable,	269,520 00
Stocks of other companies owned,	18,319,963 54	Sundries,	3,687,061 89
Other permanent investments,	11,089,239 65	Profit and loss,	6,282,570 47
Cash and current assets, balance,	670,745 65		
Other assets:			
Sundries,	2,537,513 71		
Total,	$84,609,462 36	Total,	$84,609,462

IMPORTANT CHANGES DURING THE YEAR.

Lease of the Lehigh Valley Railroad to the Philadelphia and Reading abrogated as of August 1st, 1893.

During the year there has been drawn for redemption in accordance with provision of mortgage 302 consolidated mortgage bonds sterling. There has been sold during the year 300 of the consolidated mortgage bonds annuity.

CONTRACTS, AGREEMENTS, ETC.

United States Express, proportion of gross receipts.
United States Government, compensation based on weight of mails carried.
Pullman Palace Car Company. We pay mileage for use of their cars.
Traders Despatch, Lehigh and Wabash Despatch, Reading Despatch, Lake Shore and Lehigh Valley Route, and Empire Line.
New York Central and Hudson River Railroad, trackage, Geneva and Lyons.
New York Central and Hudson River Railroad, trackage, Batavia and Suspension Bridge.
Central Railroad of New Jersey, trackage, Sandy Run and Crellin Junction.
Northern Central Railroad, trackage, Mt. Carmel and Shamokin.
Pennsylvania Railroad, trackage, Newark and Jersey City.
Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	1,467	795
Number iron	491	179
Number wooden	488	42
Number combination	10	2
Trestles:		
Number	181	49
Aggregate length (feet)	12,557.17	6,488.06
Tunnels:		
Number	4	3
Maximum length (feet)	4,829	3,902
Minimum length (feet)	980	980
Aggregate length of all tunnels	10,970	6,078
Telegraph:		
Miles of line owned by this company	920.47	405.06
Miles of wire owned by this company	3,277.19	1,711
Miles of line operated by this company	920.47	405.06
Miles of wire operated by this company	3,277.19	1,711
Miles of line operated by other companies	47	47
Miles of wire operated by other companies	576.20	360.20

Gauge of track ..... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Consolidated mortgage sterling bonds, class A, subject to annual drawing for sinking fund until 1897.

What station houses, stock yards, or other terminal facilities, does this road use for which it paysarental? Names the parties to whom such property belongs: Pennsylvania Railroad, Jersey City and New York, New York Central and Hudson River Railroad, Stock Yards at Buffalo.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Middle State Freight Traffic Association.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Trader's Despatch, Lehigh and Wabash Despatch, Reading Despatch, Lake Shore and Lehigh Valley Route, Empire Line.

LEWISBURG AND TYRONE RAILROAD COMPANY.

Date of organization: December 31, 1879.

By what authority incorporated: Under the provisions of an Act of the General Assembly of the Commonwealth of Pennsylvania, entitled "An act concerning the sale of railroads, canals, turnpikes, bridges and plank roads," approved April 8th, 1861, and the acts supplementary thereto and by filing with the Secretary of the Commonwealth on the 8th day of January, A. D. 1880, a certificate of the purchase of the Lewisburg, Centre and Spruce Creek Railroad and its organization under the name of the Lewisburg and Tyrone Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 6, 1895.
James P. Coburn,	Aaronsburg, Pa.,	do.
S. C. Stewart,	Tyrone, Pa.,	do.
N. P. Shortridge,	Wynnewoood, Pa.,	do.
W. H. Barnes,	Philadelphia,	do.
Charles E. Pugh,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary, Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lewisburg and Tyrone Railroad.	Tyrone,	Fairbrook,	Pennsylvania Railroad Company.	19.90	19.90
	Fairbrook,	Scotia,	Pennsylvania Railroad Company.	5.26	5.26
	Juniata Jc.,	Juniata,	Pennsylvania Railroad Company.	2.08	2.08
	Lewisburg,	Lemont Jc.,	Pennsylvania Railroad Company.	57.60	57.60
	Montandon, Lewisburg.	Lewisburg Bridge.	Pennsylvania Railroad Company.	24	24
Total mileage,				85.08	85.08

The Lewisburg and Tyrone Railroad Company is leased to the Pennsylvania Railroad Company for the term of ninety-nine years from and after the first day of January, 1880. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road and equipment,	$1,566,287 94	Capital stock,	$1,200,000 00
Cash and current assets,	12,311 24	Current liabilities,	294.174 65
		Profit and loss,	84.424 53
Total,	$1,578,599 18	Total,	$1,578,599 18

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA
Bridges:		
Number iron,	16	16
Number wooden,	27	27
Trestles:		
Number,	11	11
Aggregate length (feet),	1,281	1,281
Tunnels:		
Number,	2	2
Maximum length (feet),	266	266
Minimum length (feet),	252	252
Aggregate length of all tunnels (feet),	518	518
Telegraph:		
Miles of line owned by this company,	83	83
Miles of wire owned by this company,	86.37	86.37

Gauge of track, 4 feet 8 1-2 inches, and 4 feet 9 inches.

LITTLE SAW MILL RUN RAILROAD COMPANY.

Date of organization: July 23, 1850.
By what authority incorporated: Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John S. Duss,	Pittsburgh,	May 31, 1894.
G. Riethmuller,	Pittsburgh,	do.
Henry Hice,	Beaver, Pa.,	do.
E. H. Stowe,	Sewickley, Pa.,	do.
C. S. Fetterman,	Pittsburgh,	do.
Jno. R. Neeld,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: May 26, 1894.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jehu Haworth,	Pittsburgh.
Vice President,	C. S. Fetterman,	do.
Secretary,		
Treasurer,	Jno. S. Duss,	do.
General Solicitor, Att'y or Counsel,	C. S Fetterman,	do.
General Manager,	R. W. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Little Saw Mill Run Railroad Company.	Pittsburgh, ...	Banksville, ...	3	3

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$191,642 61	Capital stock, ...	$144,375 00
Cost of equipment, ...	146,382 31	Funded debt, ...	145,500 00
Cash and current assets, ...	13,141 98	Current liabilities, ...	4 00
Dividend not collected, ...	4 00	Profit and loss, ...	35,739 93
(Equipment) scrap iron sold from.	2,412 55		
Total, ...	$353,583 45	Total, ...	$325,618 93

IMPORTANT CHANGES DURING THE YEAR.

Paid first mortgage bonds to amount of $5,000.00.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	4	
Trestles:		
Number.	3	3
Aggregate length (feet).	1,860	1,860

Gauge of track, ... 4 ft. 8 1-2 in.

LITTLE SCHUYLKILL NAVIGATION RAILROAD COMPANY.

See report of June 30, 1893.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean, ...	Philadelphia, ...	Annual meeting of the stockholders which takes place January 9, 1895.
John R. Fell.	do.	
Charles Edward Ingersoll, . . .	do.	
David Reeves.	do.	
Henry P. McKean, Jr., . . .	do.	
Beauvian Borie, ...	do.	

Date of last meeting of stockholders for election of officers: January 10, 1894.
Give postoffice address of general office: 410 Walnut street, Philadelphia, Pa.
Postoffice address of operating company: Philadelphia and Reading Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Carroll S. Tyson,	Philadelphia.
Secretary,	Joseph Lapsley Wilson,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Little Schuylkill Navigation Railroad and Coal Company.	Port Clinton,	Tamanend,	Philadelphia & Reading Railroad Company.	28.10	
	Tamaqua,	Newkirk,	Philadelphia & Reading Railroad Company.	1.50	
	Tamaqua,	Greenwood,	Philadelphia & Reading Railroad Company.	1.50	
East Mahanoy Railroad Company.	East Mahanoy June.	Wash House run, near Mahanoy City.	Philadelphia & Reading Railroad Company.	10.72	
	East Mahanoy tunnel.	Nesquehoning Valley Junction.	Philadelphia & Reading Railroad Company.	3.38	
Total,				45.29	

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,405,943 75	Capital stock,	$2,487,850 00
Bonds of other companies owned,	27,810 00	Current liabilities,	20,003 94
Stocks of other companies owned,	86,350 00	Profit and loss,	79,169 99
Mortgage in Tamaqua,	700 00		
Total,	$2,587,023 93	Total,	$2,587,023 93

LOYALSOCK RAILROAD COMPANY

Date of organization: December 3d, 1884.

By what authority incorporated: General Railroad Act of April 4th, 1868, and supplements thereto. State of Pennsylvania.

Operated by the Philadelphia and Reading Railroad Company from July 1, 1893, to August 1, 1893; Lehigh Railroad Company from August 1, 1893, to June 30, 1894.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January, 1895.
John R. Fanshawe,	Philadelphia,	do.
Henry S. Drinker,	Philadelphia,	do.
Robert H. Sayre,	South Bethlehem,	do.
John B. Garrett,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	S. Bethlehem.
Vice President,	Chas. Hartshorne,	Philadelphia.
Secretary,	John R. Fanshawe,	do.
Treasurer,		
Comptroller,	Isaac McQuilkin,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To--			
Loyalsock Railroad,	Shawenese Lake.	Bernice,	Philadelphia and Reading Railroad Company, from July 1, 1893 to Aug. 1, 1893.	30.80	30.80
Sundry Branches,	Various,	Various,	Lehigh Valley Railroad Company, from Aug. 1, 1893 to June 30, 1894.	11.60	11.60
Total mileage,				42.40	42.40

Road was operated by the Philadelphia and Reading Railroad Company. Lessees, Lehigh Valley Railroad Company during the period from July 1, 1893, to August 1, 1893, and Lehigh Valley Railroad Company from August 1st, 1893, to June 30th, 1894.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$446,048 52	Capital stock,	$300,000 00
		Current liabilities,	146,048 52
Total,	$446,048 52	Total,	$446,048 52

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	92	92
Number iron,	8	8
Number wooden,	15	15
Number combination,	1	1
Trestles:		
Number,	7	7
Aggregate length (feet),	1,310.6	1,310.6

Gauge of track, ... 4 ft. 8 1-2 in.

This information also included in report of Lehigh Valley Railroad Company.

QUESTIONS FOR GENERAL INFORMATION.

Included in report of Lehigh Valley Railroad Company.

LYKENS VALLEY RAILROAD AND COAL COMPANY.

Date of organization: Was made sometime in the years 1830 to 1833 inclusive. Records of that period are not in the possession of present officers.

By what authority incorporated: Charter granted by Commonwealth of Pennsylvania April 7th, 1830. Supplementary acts passed March 30th, 1833; March 13, 1839; April 26, 1850; May 3, 1850; April 9, 1859, and March 21, 1861.

This road is leased to the Summit Branch Railroad Company by whom the rent is paid to us. We have been informed, but unofficially, that the road is operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Nash,	Brooklyn, N. Y.,	First Monday of May, 1895.
Frederick A. Platt,	Lakewood, N. J.,	do. do.
John W. Hoffman,	Philadelphia,	do. do.
Isaac H. Platt,	Lakewood, N. J.,	do. do.
Thomas T. Barr,	Brooklyn, N. Y.,	do. do.
James R. Cowing,	Brooklyn, N. Y.,	do. do.
Frederick J. Middlebrook,	New York City, N. Y.,	do. do.

Date of last meeting of stockholders for election of directors: First Monday of May, 1894.

Postoffice address of general office: 13 William street, New York.

Postoffice address of operating company: Leased to Summit Branch Railroad Company. General office, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	William A. Nash.	13 William St., New York.
Secretary, Treasurer,	Charles Emmet,	do. do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Lykens Valley Railroad and Coal Company.	Millersburg, Pa.	Williamstown, Pa.	Leased to the Summit Branch Railroad Company by whom the rent is paid. We have reason to believe that the road is operated by the Northern Central Railway Company but have no official notice to that effect.	19.70	19.70

The Lykens Valley Railroad, extending from its junction with the Northern Central Railway near Millersburg, Dauphin county, to the tunnel of the Summit Branch Railroad Company, Williamstown, together with all its branches, machine shops, water tanks, buildings, locomotives, rolling stock and the privileges and appurtenances whatever, belonging to or connected with said railroad, or used for working the same, belonging to the Lykens Valley Railroad and Coal Company, were on the first day of March, 1866, leased to the Summit Branch Railroad Company for the term of 999 years at an annual rent of $62,500.

The lessees to keep the property in repair and to pay all taxes, duties ordinary or extraordinary, levied or assessed by the United States, the State of Pennsylvania, or any county, town or borough in which the said railroad is situated, except only the income tax of the United States on the sum of $62,500, stipulated to be paid for rent.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$569,739 62	Capital stock,	$600,000 00
Cost of equipment,	17,000 00	Profit and loss,	3,919 24
Stocks of other companies owned—valued at,	6,678 75		
Other permanent investments, valued at,	630 00		
Lands owned,	9,027 62		
Cash and current assets,	843 25		
Total,	$603,919 24	Total,	$603,919 24

McKEAN AND BUFFALO RAILROAD COMPANY.

Date of organization: September 11, 1884.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania approved April 4, 1868, (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	104 S. Fifth St., Philadelphia,	January 14, 1895.
N. Thouron,	433 Chestnut St., Philadelphia,	do.
G. E. Bartol,	139 S. Front St., Philadelphia,	do.
J. K. Barclay,	407 Locust St., Philadelphia,	do.
J. Rundle Smith,	109 S. Third St., Philadelphia,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: Buffalo, New York, 84 Exchange street.

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Vice President,	N. Thouron	Philadelphia.
Secretary,	Jos. R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
McKean and Buffalo Railroad Company.	Larabee, . .	Clermont, . .	Western New York and Pennsylvania Railroad Company.	22.15	22.15

Lease dated, executed and acknowledged December 8th, 1881, to the Buffalo, New York and Philadelphia Railway Company of all and singular the railway of the McKean and Buffalo Railroad Company.

Recorded in McKean county, Pennsylvania, February 16th, 1882, in mortgage book Vol. M, page 288; also July 21st, 1882, in deed book Vol 16, page 130, nine hundred and ninety-nine years from December 8th, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company to which you are respectfully referred.

GENERAL BALANCE SHEET.

Included in the report of the Western New York and Pennsylvania Railroad Company. No separate accounts kept.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

McKEESPORT AND BESSEMER RAILROAD COMPANY.

Date of organization: Articles of association filed October 29, 1888.
By what authority incorporated: Act of April 4, 1868.
Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	February 19, 1895.
Wm. A. Patton,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Robert Pitcairn,	Pittsburgh,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 20, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia,
Secretary,	Albert Heuson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	Jno. C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The McKeesport and Bessemer Railroad.	Cochran Station on Pittsburgh Ny'g and Charleston Railway.	McKeesport,	Pennsylvania Railroad, .	1.52	1.52

Operated by the Pennsylvania Railroad Company under resolutions of the board of directors, adopted November 24, 1891.
Rental net earnings.
This arrangement is terminable at the option of either company on 30 days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$655,494 93	Capital stock,	$100,000 00
Cash and current assets,	107,429 79	Current liabilities,	535 983 75
		Profit and loss,	7. .97
Total,	$762,924 72	Total,	$762,924 72

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	2	2
Trestles:		
Number	4	4
Aggregete length (feet)	3,701	3,701
Telegraph:		
Miles of line owned by this company	2	2
Miles of wire owned by this company	3	3
Miles of line operated by the Pennsylvania Railroad Company	2	2
Miles of wire operated by the Pennsylvania Railroad Company	3	3

Gauge of track ..... 4 ft. 9 in.

McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.

By what authority incorporated: Under general law, State of Pennsylvania, act of April 4th, 1868, and its supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Horace Crosby	Pittsburgh	4th Tuesday of January, 1895.
E. C. Converse	New York, N. Y.	do. do.
J. H. Pierce	McKeesport, Pa.	do. do.
Wm. B. Schiller	McKeesport, Pa.	do. do.
J. W. Downer, Jr.	New York, N. Y.	do. do.
C. I. O'Connor	McKeesport, Pa.	do. do.

Date of last meeting of stockholders for election of directors: January 23, 1894.

Postoffice address of general office: McKeesport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Horace Crosby	Pittsburg.
Secretary	J. W. Downer, Jr.	New York, N. Y.
Treasurer	Wm. B. Schiller	McKeesport, Pa.
Chief Engineer, "M. M."	G. N. Riley	McKeesport, Pa.
General Solicitor, Att'y or Counsel	W. B. Rodgers	Pittsburgh.
Auditor	A. T. Stewart	McKeesport, Pa.
General Manager	E. C. Converse	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
McKeesport Connecting Railroad. . .	McKeesport, Pa.. . .	Port Perry, Pa., . . .	.952	.952

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$33,585 39	Capital stock,	$40,000 00
Cost of equipment,	25,542 74	Current liabilities,	15,808 70
Cash and current assets,	14,434 59	Profit and loss,	17,754 02
Total,	$73,562 72	Total,	$73,562 72

IMPORTANT CHANGES DURING THE YEAR.

One thousand five hundred and fifty feet of main line second track and 440 feet yard track was constructed and put in operation during the year ending June 30, 1894.

CONTRACTS, AGREEMENTS, ETC.

We have an agreement with one railroad that uses ours for a terminal and for which they pay u sa carload rate that is fixed by the rate of freight from point of shipment to destination. We perform the switching service for two other railroads for which they pay us a carload rate that is fixed by the rate of freight from point of shipment to destination.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD,	IN PENNSYLVANIA.
Trestles:		
Number.	1	
Aggregate length (feet),	341	341
Gauge of track,	4 ft. 8 1-2 in.	

MAHONING VALLEY RAILROAD COMPANY.

Date of organization: October 14, 1890.

By what authority incorporated: An act approved April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Adrain Iselin,	New York City,	January 21, 1895.
Adrian Iselin, Jr.,	New York City,	do.
C. O'D. Iselin,	New York City,	do.
J. H. Hocart,	New York City	do.
John McLeavy,	Helvetia, Pa.,	do.
Geo. W. Downes,	Helvetia, Pa.,	do.
W. R. Cole,	Helvetia, Pa.,	do.
W. E. VanDyke,	Helvetia, Pa.,	do.
W. F. Arms,	Helvetia, Pa.,	do.
Harry C. Shea,	Helvetia, Pa.,	do.
C. H. McCauley,	Ridgway, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 15, 1894.
Postoffice address of general office: Helvetia, Clearfield county, Pennsylvania.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Adrian Iselin,	New York City.
Secretary,	W. R. Cole,	Helvetia. Pa.
Treasurer,	John McLeavy,	Helvetia. Pa.
Chief Engineer,	Walter F. Arms,	Helvetia. Pa.
Auditor,	Geo. W. Downes,	Helvetia, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.
	From—	To—	
Mahoning Valley Railroad Company,	Helvetia,	Stanley,	4.93
Buffalo, Rochester and Pittsburgh Railway Company.	Stanley,	Falls Creek,	8.07
Total mileage,			13.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$71,876 80	Capital stock,	$45,000 0
Cost of equipment,	209,815 07	Funded debt,	56,000 00
Cash and current assets,	5,051 82	Current liabilities,	168,535 10
		Profit and loss,	17,208 04
Total,	$286,743 69	Total,	$286,743 69

CHARACTERISTICS OF ROAD.

	ON HOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	4	4

Gauge of track, ... 4 ft. 8 1-2 in.

MAPLETON AND ROCKY RIDGE RAILWAY COMPANY.

Date of organization: June 29, 1891.
By what authority incorporated: Act of April 4, 1868, supplement June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. W. Phillips,	Pittsburgh,	——
W. B. Blair,	do.	——
A. Upjohn,	do.	——

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. W. Phillips,	Pittsburgh.
Secretary,	A. Upjohn,	Pittsburgh.
Treasurer,		
Chief Engineer,	F. F. Robb,	Harrisburg, Pa.
General Solicitor, Attorney or Counsel,	W. F. McCook,	Pittsburgh.
Auditor,	A. Upjohn,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mapleton and Rocky Ridge railway,	Junction with Pennsylvania railroad near Mapleton station.	Sand Works, Phillips Glass Company.	1	1

Used by Pennsylvania Railway Company for transporting sand from mines of Phillips Glass Company to main line, a distance of one mile.

MARTIN'S CREEK RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: April 14, 1885.
By what authority incorporated: General railroad act of the Legislature of Pennsylvania, dated April 4, 1868.
Operated by Pennsylvania Railroad Company.

12-9-94

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	January 21, 1895.
Amos R. Little,	Philadelphia,	do.
George B. Roberts,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Chestnut Hill, Pa.,	do.
Samuel Rea,	Bryn Mawr, Pa,,	do.

Date of last meeting of stockholders for election of directors: January 15, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. H. Wilson,	Broad Street Station, Philadelphia.
Secretary, Treasurer,	Hugh B. Eby,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Martin's Creek railway,	Middle of Delaware river.	A connection with the Bangor and Portland railroad near the mouth of Martin's Creek, Pa.	Pennsylvania railroad,	.15	.15

The entire capital stock of the Martin's Creek Railway Company is owned by the Belvidere Delaware Railroad Company, and it is operated under lease from that company dated February 15, 1876, to the United New Jersey Railroad and Canal Company from January 1, 1876, to June 30, 2870, which was assigned to the Pennsylvania Railroad Company March 7, 1876. Surplus, after paying expenses and fixed charges to be paid the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$30,000 00	Capital stock,	$30,000 00
Total,	$30,000 00	Total.	$30,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAILROAD COMPANY.

Date of organization: June 27, 1891.
By what authority incorporated: Act of Assembly approved April 8, 1861.
Operated by P. S. & L. E. R. R. Co.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. C. Huldekoper,	Meadville, Pa.,	May, 1895.
Samuel B. Dick,	Meadville, Pa.,	do.
Jas. D. Gill,	Meadville, Pa.,	do.
W. S. Harper,	Meadville, Pa.,	do.
Edgar Huidekoper,	Meadville, Pa.,	do.
John Dick,	Meadville, Pa.,	do.
Jno. E. R.,	Meadville, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 28, 1894.
Postoffice address of general office: Meadville, Pa.
Postoffice address of operating company: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	A. C. Huldekoper,	Meadville, Pa.
Secretary, Treasurer,	Geo. F. Cullum,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Meadville, Conneaut Lake and Linesville Railroad.	Meadville, Pa	Linesville, Pa	P. S. & L. E. R. R.,	21.50	21.50
	Exposition,	Branch,	P. S. & L. E. R. R.,	1.20	1.20
	Vallonia,	Branch,	P. S. & L. E. R. R.,	1.20	1.20
Total mileage,				23.90	23.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,000 00	Capital stock,	$200,000 00
		Funded debt,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

MIDDLETOWN AND HUMMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.
By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. A. Sweigard,	Philadelphia,	Second Tuesday in January, 1895.
B. H. Bail,	do.	do.
Howard T. Naisby,	do.	do.
C. W. Raymond,	do.	do.
C. G. Hancock,	do.	do.
C. K. Klink,	do.	do.
W. G. Brown,	do.	do.
G. Zeigler,	do.	do.
C. E. Metzler,	do.	do.

Date of last meeting of stockholders for election of directors: Tuesday, January 2d, 1894.
Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total milenge of road.	Total milenge of road in Pennsylvania.
	From—	To—		
Middletown and Hummelstown railroad.	Middletown, Pa.,	Hummelstown, Pa.,	6.60	6.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$129,829 59	Capital stock,	$175,000 00
Cash and current assets,	75,000 00	Current liabilities,	48,751 84
Profit and loss,	18,922 25		
Total,	$223,751 84	Total,	$223,751 84

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	1	1
Telegraph :		
Miles of line operated by P. R. & P. Tel.,	60	60
Miles of wire operated by P. R. & P. Tel.,	6.6	6.6

Gauge of track, ... 4 ft. 8 1-2 in.

MIFFLIN AND CENTRE COUNTY RAILROAD COMPANY.

Date of organization: Incorporated April 2, 1860.

By what authority incorporated: Act April 2, 1860, and supplements May 1, 1861; March 23, 1865; March 6, 1867.

Operated by Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay	Philadelphia,	February 19, 1895.
W. H. Barnes,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
G. W. Elder,	Lewistown, Pa.,	do.
R. H. Lee, Jr.,	Lewistown, Pa.,	do.
James H. Mann,	Lewistown, Pa.,	do.
William Willis,	Lewistown, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 20, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia, Pa.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mifflin and Centre County Railroad.	Lewistown Junction.	Milroy, . . .	Pennsylvania Railroad Company.	12.31	12.31

Leased to the Pennsylvania Railroad Company for 999 years from March 19, 1863. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$372,439 39	Capital stock, ...	$167,775 00
Cash and current assets, ...	18,120 34	Funded debt, ...	200,000 00
Profit and loss, ...	7,718 77	Current liabilities, ...	30,503 50
Total, ...	$398,278 50	Total, ...	$398,278 50

IMPORTANT CHANGES DURING THE YEAR.

Bridge and other property of the Lewistown and Tuscarora Bridge Company purchased for $5,500.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	12	12
Number wooden, ...	7	7
Trestles:		
Number, ...	4	4
Aggregate length (feet), ...	1,245	1,245
Telegraph:		
Miles of line owned by this company, ...	43.45	43.45
Miles of wire owned by this company, ...	48.45	48.45
Miles of line operated by the Pennsylvania Railroad Company, ...	44.85	44.85
Miles of wire operated by the Pennsylvania Railroad Company, . . .	51.25	51.25

Gauge of track, ... 4 ft. 9 in.

MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Date of organization: February 7, 1828.
By what authority incorporated: Pennsylvania, February 7, 1828.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.		DATE OF EXPIRATION OF TERM.	
A. J. Antelo,	407 Library street,	Philadelphia.	Last Monday in December,	1894.
Theo. Voorhees,	do.	do.	do.	do.
James Boyd,	do.	do.	do.	do.
P. C. Hollis,	do.	do.	do.	do.
Wm R. Taylor,	do.	do.	do.	do.
James M. Landis,	do.	do.	do.	do.

Date of last meeting of stockholders for election of directors: December 25, 1893.

Postoffice address ofgeneral office: 407 Library street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Reading Terminal.

OFFICERS.

TITLE.		ADDRESS
President,	Jos. S. Harris,	Philadelphia.
Secretary, Treasurer,	P. C Hollis,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Mill Creek and Mine Hill Navigation and Railroad Company.	Mill Creek, .	New Castle,	Philadelphia and Reading Railroad Company.	3.80	3.80

The Mill Creek and Mine Hill Navigation and Railroad Company was leased to the Philadelphia and Reading Railroad Company July 25, 1861, for 999 years at an annual rental of $33,000 and taxes.

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$323,045 00	Capital stock,	$323,375 00
Cash and current assets,	$2,024 79		Current liabilities,	247 50
Six months rent,	16,500 00		Profit and loss,	17,947 29
		18,524 79		
Total,		$341,569 79	Total,	$341,569 79

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	9	9
Trestles:		
Number,	3	3
Aggregate length (feet),	230¾	230¾
Telegraph:		
Miles of line operated by P. R. and P. Tel. Company,	4	4
Miles of wire operated by P. R. and P. Tel. Company,	31	31

Gauge of track, ... 4 ft. 8 1-2 in.

MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Date of organization: March 24, 1828.

By what authority incorporated: Act of Legislature of State of Pennsylvania dated third month (March) 24, 1824.

If a consolidated company, name the constituent companies: Mine Hill and Schuylkill Haven Railroad Company, chartered third month, 24th, 1828; Mt. Eagle and Tremont Railroad, chartered fourth month, 29th, 1853; supplement to charter third month, 22d, 1855; merged into Mine Hill third month, 24th, 1862; Schuylkill Haven and Lehigh River Railroad, chartered seventh month, 14th, 1862, merged into Mine Hill fifth month, 16th, 1863.

Operated by Philadelpnia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Benj. H. Shoemaker,	205 N. Fourth st., Philadelphia,	First month of January, 1895, or until others are chosen.
Frederick Fraley,	1000 Walnut st., do.	
John W. Biddle,	459 Marshall st., do.	
William Hocker,	233 S. Fourth st., do.	
Alfred Jones,	Germantown, do.	
James G. McCollin,	506 Marshall st., do.	
Barclay R. Leeds,	3221 N. 17th st., do.	
Philip C. Garrett,	Logan P. O., do.	
Thomas McKean,	153 Dock st., do.	
Redwood F. Warner,	School Lane, near Wissahickon ave., Germantown, Phila.	
John S. Jenks,	241 Chestnut st., Philadelphia.	

Date of last meeting of stockholders for election of directors: first month, 8th, 1894.

Postoffice address of general office: 119 South Fourth street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Twelfth and Market streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Benj. H. Shoemaker,	205 N. 4th st., Phila.
Secretary,	James P. McCollin,	119 S. 4th st., do.
Treasurer,	John W. Biddle,	119 S. 4th st., do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mine Hill and Schuylkill Haven Railroad Company.	Schuylkill Haven,	Locust Gap, Tremont and New Lincoln.	Philadelphia and Reading Railroad Company.	24.8	24.8

The Mine Hill and Schuylkill Haven Railroad Company is leased to the Philadelphia and Reading Railroad Company for a period of 999 years at a retal of 8 per cent. on the capital stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,165,572 49	Capital stock,	$4,210,200 00
Bonds of other companies owned,	359,000 00	Due Philadelphia and Reading Railroad Company,	67 13
Cash and current assets,	16,733 96	Dividend due,	2,064 00
Profit and loss,	30,024 68	Contingent fund,	359,000 00
Total,	$4,571,331 13	Total,	$4,571,331 13

MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.
By what authority incorporated: State of Pennsylvania, act of April 4, A. D. 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry A. Laughlin,	Pittsburgh,	January 14, 1895.
B. F. Jones,	do.	do.
George M Laughlin,	do.	do.
Wm. Larimer Jones,	do.	do.
James Laughlin, Jr.,	do.	do.
W. L. King,	do.	do.
B. F. Jones, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Third avenue and Try streets, Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry A. Laughlin,	Pittsburgh.
Vice President,	James Laughlin, Jr.,	do.
Secretary,	Benjamin Page,	do.
Treasurer,	James Laughlin, Jr.,	do.
Solicitor,	Jno. D McKennan,	do.
Auditor,	Benjamin Page,	do.
General Manager,	W. C. Quincy,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Ormsby, P. V. & C. Ry.,	Laughlin, B. & O. R. R.,	.90	.90
South Side branch,	Main line,	P. & L. E. R. R.,	.30	.30
West branch,	Main line,	Along Monongahela river.	.87	.87
Other branches,			1.06	1.06
Total mileage operated,			3 13	3.13

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$709,530 99	Capital stock,	$450,000 00
Cost of equipment,	40,041 75	Funded debt,	200,000 00
Lands owned,	1,775 00	Current liabilities,	14,537 70
Cash and current assets,	39,440 71	Earnings applied to construction, equipment and rights of way,	101,347 74
		Profit and loss,	24,903 01
Total,	$790,788 45	Total,	$790,788 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Trestles:		
Number,	3	3
Aggregate length (feet),	2,100	2,100
Telegraph:		
Miles of line owned by this company, telephone line,	.9	.9
Miles of wire owned by this company, telephone line,	1.8	1.8
Miles of line operated by this company, telephone line,	.9	.9
Miles of wire operated by this company, telephone line,	1 8	1.8
Miles of line operated by Postal Telegraph and Cable Company,	.3	.3
Miles of wire operated by Postal Telegraph and Cable Company,	2.7	2.7

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Locomotive house and grounds from Laughlin & Co., Limited; land for depot ground and tracks from M. K Moorhead.

MONONGAHELA RIVER AND STREETS RUN RAILROAD COMPANY.

Date of organization: Articles of association filed January 2, 1892.
By what authority incorporated: Act approved April 4, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	February 12, 1895.
John P. Green,	Philadelphia,	do.
Wm. A. Patton,	Radnor, Delaware county, Pa.,	do.
Robert Pitcairn,	Pittsburgh,	do
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 3, 1894.
Postoffice address of general office: Room 259 Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Room 219 Broad Street Station, Phila.
Secretary, Treasurer,	Albert Hewson,	Room 259 Broad Street Station, Phila.
Superintendent,	E. S. Batchelor,	Union Station, Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Monongahela River and Street's Run railroad.	A connection with the Pittsburgh, McKeesport and Youghiogheny railroad west of Hay's Station.	Coal tipple at Hope church.	1.1	1.1
Branch,	A point on main line near crossing of Street's Run.	A connection with the Pittsburgh, Virginia and Charleston railway at Hay's Station.	.3	.3
Total mileage operated,			1.4	1.4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,261 99	Capital stock,	$50,000 00
Cash and current assets,	146 53	Profit and loss,	408 52
Total,	$50,408 52	Total,	$50,408 52

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	3	3

Gauge of track, ... 4 ft. 8 1-2 in.

MONT ALTO RAILROAD COMPANY.

Date of organization: November 14, 1871.

By what authority incorporated: Laws of the State of Pennsylvania, An act to incorporate, 3d May, 1864; An act extending time completion, 9th March, 1870; supplement to an act to incorporate, 6th April, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May 8, 1895.
M. C. Kennedy,	Chambersburg, Pa.,	do.
J. F. Boyd,	Chambersburg, Pa.,	do.
W. S. Ritchey,	Chambersburg, Pa.,	do.
Hastings Gehr,	Chambersburg, Pa.,	do.
E. E. Dwight,	Philadelphia,	do.
Ezra Frick,	Waynesboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: 9th May, 1894.
Postoffice address of general office: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thomas B. Kennedy,	Chambersburg, Pa.
Secretary,	Edward B. Wiestling,	do.
Treasurer,		
Auditor,	W. L. Ritchey,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mount Alto Railroad Company,	Junction with Cumberland Valley.	Waynesboro', Pa.,	17.89	17.89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $218.204 75		Capital stock, $110.000 00	
Cost of equipment, 16,795 25	$235.000 00	Funded debt, 125.000 00	$235.000 00
Cash and current assets,	9.010 72	Current liabilities,	144.955 81
Profit and loss,	135.945 09		
Total,	$379,955 81	Total,	$379,955 81

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. of transportation.
United States mails for $1,608.94.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	20	20
Number wooden,	11	11
Trestles:		
Number,	1	1
Aggregate length (feet),	456	456
Telegraph:		
Miles of line owned by this company,	20.5	
Miles of wire owned by this company,	20.5	
Miles of line operated by this company,	20.5	
Miles of wire operated by this company,	20.5	

Gauge of track, ... 4 ft. 9 in.

MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.

By what authority incorporated: An act to authorize the formation and regulation of rail road companies; An act of the General Assembly of the Commonwealth of Pennsylvania approved April 4th, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Wm. J. McKinnie,	Cleveland, O.	W. M. Short,	Pittsburgh.
U. A. Andrews,	Pittsburgh.	W. B. Rodgers,	Pittsburgh.
W. B. Case,	Pittsburgh.	J. R. McCreary,	Pittsburgh.

Date of last meeting of stockholders for election of directors: March 8, 1894.

Postoffice address of general office: 95 Fifth avenue, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. J. McKinnie,	Cleveland, O.
Secretary,	W. M. Short,	Pittsburgh.
Treasurer,	C. A. Cooper,	do.
Chief Engineer,	W. B. Rodgers,	do.
General Solicitor, Att'y or Counsel,	W. B. Case,	do.
Auditor,	U. A. Andrews,	do.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line owned, ...	Mont Junction, Pa.,	Imperial, Pa., ...	11	11

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$117,029 29	Capital stock, ...	$100,000 00
Cost of equipment, ...	82,970 71	Funded debt, ...	100,000 00
Cash and current assets, ...	108 80	Current liabilities, ...	386 97
Profit and loss, ...	278 17		
Total, ...	$200,386 97	Total, ...	$200,386 97

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden.	13	13
Gauge of track, ...	4 ft. 8 1-2 in.	

MONTROSE RAILWAY COMPANY.

Date of organization: April 15, 1869; supplement March 17, 1871; charter signed April 3, 1871.

By what authority incorporated: State of Pennsylvania.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
Robert Klotz, ...	Mauch Chunk, Pa.	January, 1895.
Chas. O. Sheer, ...	Manch Chunk, Pa., ...	do.
S. D. Thomas, ...	Springville, Pa., ...	do.
H. K. Sherman, ...	Springville, Pa., ...	do.
Azur Lathrop, ...	Montrose, Pa., ...	do.
Paul Billings, ...	Tunkhannock, Pa., ...	do.
W. E. Little, ...	Tunkhannock, Pa., ...	do.
J. S. Tarbell, ...	Montrose, Pa., ...	do.
Abram Luce, ...	Montrose, Pa., ...	do.
Alonzo P. Blakslee, ...	Delano, Pa., ...	do.
Chas. R. Sayer, ...	Mauch Chunk, Pa., ...	do.
Robt. Blakslee, ...	Springville, Pa., ...	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Mauch Chunk, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James I. Blakslee,	Mauch Chunk, Pa.
Vice President,	Alonzo P. Blakslee,	Delano, Pa.
Secretary,	J. R. Raynsford,	Montrose, Pa.
Treasurer,	Asa P. Blakslee,	Mauch Chunk, Pa.
Gen'l Solicitor, Attorney or Counsel,	Hon. Wm. M. Post,	Montrose, Pa.
	Clarence E. Little,	Montrose, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Montrose Railway,	Tunkhannock, Pa.	Montrose, Pa.,	28.00	28.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332.486 18	Capital stock,	$304,900 00
Cost of equipment,	41,308 13	Capital stock, part paid,	2,527 21
Cash and current assets,	7,375 73	Current liabilities,	711 10
		Profit and loss,	73.031 73
Total,	$381,170 04	Total,	$381,170 04

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays a rental of 40 per cent. of gross receipts.
The United States Government pays quarterly an amount based on weight of mail carried.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number iron,	1	1
Gauge of track,		3 feet.

MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Date of organization: July 16, 1842.
By what authority incorporated: Pennsylvania, act of July 16, 1842.
Operated by Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	407 Library street,	Last Monday in December, 1894.
Theo. Voorhes,	do.	do.
Jas. Boyd,	do.	do.
P. C. Hollis,	do.	do.
Wm. R. Taylor,	do.	do.
Jas. M. Landis,	do.	do.

Date of last meeting of stockholders for election of directors: December 25, 1893.
Postoffice address of general office: 407 Library street, Philadelphia.
Postoffice address of operating company: Reading Terminal.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. Harris,	407 Liberty street.
Secretary,	P. C. Hollis.	do.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mt. Carbon and Port Carbon Railroad Company.	Mt. Carbon,	Port Carbon,	Philadelphia and Reading Railroad.	2.50	2.50

Railroad and property of the Mt. Carbon and Port Carbon Railroad Company leased to the Philadelphia and Reading Railroad Company for 50 years from March 15, 1860, at an annual rental of $36,250.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$282,815 45	Capital stock,	$282.350 00
Cash and current assets,	2.074 56	Current liabilities,	1.375 94
		Profit and loss,	1.164 07
Total,	$284,890 01	Total,	$284,890 01

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number wooden,	7	7
Trestles:		
Number,	2	2
Aggregate length (feet),	480	480

Gauge of track, ... 4 ft. 8 1-2 in.

MOUNT CARMEL AND NATALIE RAILROAD COMPANY.

Date of organization: March, 1891.
By what authority incorporated. General laws of the State.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
N. Taylor,	Wilkes-Barre, Pa.	W. W. Paterson,	Scranton, Pa.
J. G. Case,	New York City.	E. S. Pigott,	Jersey City, N. J.
Fred. Wiltse,	New York City.	Geo. W. Moon.	Wilkes-Barre, Pa.

Date of last meeting of stockholders for election of directors: March 15, 1894.
Postoffice address of general office: 143 Liberty street, New York.
Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	N. Taylor,	143 Liberty street, New York.
Vice President, Secretary,	J. G. Case,	143 Liberty street, New York.
Treasurer,	J. C. Bailey,	2415 Furner street, Philadelphia.
General Solicitor, Att'y or Counsel,	N. Taylor,	143 Liberty street, New York and Wilkes-Barre, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mount Carmel and Natalie Railroad Company.	One-half mile northeast of Alaska, Pa.	Natalie, Pa.,	Philadelphia and Reading Railroad Company.	6½	6½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$106,511 56	Capital stock,	$175,000 00
Cash and current assets,	300,435 86	Funded debt,	175,000 00
		Profit and loss.	56,947 42
Total,	$406,947 42	Total,	$406,947 42

13-9-94

MT. JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.
By what authority incorporated: General act approved April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Elisha K. Kane,	Kushequa, Pa.,	January 21, 1895.
Thomas L. Kane,	Kane, Pa.,	do.
Evan O'N. Kane.	Kane, Pa.,	do.
J. D. Magowan.	Kane, Pa.,	do.
J. D. Watts,	New York, N. Y..	do.
Thos. M. McClellan,	Mt. Jewett, Pa..	do.

Date of last meeting of stockholders for election of officers: January 9, 1894.
Postoffice address of general office: Kushequa, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha K. Kane,	Kushequa, Pa.
Secretary,	T. L. Kane,	Kane, Pa.
Treasurer,	Zella E. Kane,	Kushequa, Pa.
Chief Engineer,	M. J. Dill.	Kane, Pa.
Auditor,	A. B. Cody,	Kushequa. Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mt. Jewett, Kinzua and Riterville Railroad.	Mt. Jewett,	Camp Halsey,	5	5
	Kushequa.	Gaffney's,	1	1
	McAmbley's Junc.,	McAmbley's,	.50	.50
	McAmbley's Junc.,	Beaver Meadow,	.25	.25
	Pintown,	Pond,	.50	.50
	Pintown.	Clothes-pin factory,	.25	.25
	Main line,	Kushequa yard,	.25	.25
	Main line,	Planing mill,	.07	.07
	Main line,	Barn,	.18	.18
Kinzua Hemlock Railroad,	Camp Halsey,	Westline,	8.50	8.50
	Pine Run,	Emil Johnson's,	1.50	1.50
	Tally-ho,	Gust. Lautz's,	.75	.75
	Westline,	Thunder Shower,	.40	.40
	Westline,	Turnip run.	1.05	1.05
	Westline,	Westline Mill,	.40	.40
Total mileage operated,			20.60	20.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$79,016 67	Capital stock,	$80,000 00
Stocks of other companies owned,	65,950 00	Funded debt,	80,000 00
Cash and currents assets,	48,089 19	Current liabilities,	22,082 17
		Profit and loss,	10,973 69
Total,	$193,055 86	Total,	$193,055 86

IMPORTANT CHANGES DURING THE YEAR.

.65 miles branch line and sidings.

CONTRACTS, AGREEMENTS, ETC.

The mails are carried for Elisha K. Kane, sub-contractor of star-route, this company receiving $10.00 per month total amount of compensation under his sub-contract.

We have tariffs in force with the B. R. & P. Ry. Co. allowing us 25 cents per ton on lumber shipments from Kushequa, and tariffs in force with the New York, Lake Erie and Western Railroad Company allowing use proportions of through rate which vary according to the length of haul received by the New York, Lake Erie and Western Railroad and the destination. We have a contract to ship such freight by the New York, Lake Erie and Western Railroad as far as lawfully may be, provided the rates are the same by that road.

We have a contract with Kushequa store by which we transport their market car twice a week from Kushequa to Westline and return, accompanied by their messenger, at a compensation of $4.00 a trip.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	
Trestles:		
Number,	2	2
Aggregate length (feet),	98	98
Telephone:		
Miles of line owned by this company,	5½	5½
Miles of wire owned by this company,	5½	5½
Miles of line operated by this company,	5½	5½
Miles of wire operated by this company,	5½	5½

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Surplus June 30, 1894.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Office and freight house belong to Elisha K. Kane.

MT. JEWETT AND SMETHPORT RAILROAD COMPANY.

Date of organization: May 23, 1892.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania entitled "An act to authorize the formation and regulation of railroad corporations," approved April 4th, 1868, and the acts supplementary thereto.

Articles of association and charter being recorded in the recorder's office of McKean county on March 31, 1893, in miscellaneous book 20 at pages 339, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OFTERM.
B. F. Hazleton,	Bradford, Pa.,	January 14, 1895.
E. E. Tait,	Bradford, Pa.,	do.
E. F. Clark,	Bradford. Pa.,	do.
F. P. Hazleton,	Bradford, Pa.,	do.
T. P. Thompson,	Bradford, Pa.,	do.
J. L. Brown,	Wilcox, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Bradford, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. F. Hazleton,	Bradford, Pa.
Vice President,	E. F. Clark,	do.
Secretary,	F. P. Hazleton,	do.
Treasurer,	E. E. Tait,	do.
Gen'l Solicitor, Att'y or Counsel,		
Auditor,	F. P. Hazleton,	do.
General Manager,	E. F. Clark,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Jewett and Smethport Railroad Company.	Mt. Jewett, Pa.,	Hazlehurst, Pa.,	5	5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$44,556 72	Capital stock,	$150,000 00
Cost of equipment,	10,350 76	Current liabilities,	1,583 45
Cash and current assets,	3,423 61	Profit and loss,	2,747 64
Due on capital stock,	96,000 00		
Total,	$154,331 09	Total,	$154,331 09

CHARACTERISTICS OF ROAD.

Trestles:		
Number,	4	4
Aggregate length (feet),	105	105
Gauge of track,	4 ft. 8 1-2 in.	

MOUNT PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
By what authority incorporated: Under general railroad laws.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Rick,	Reading, Pa.,	January, 1895.
James Nolan,	do.	do.
S. E. Ancona,	do.	do.
Jesse G. Hawley,	do.	do.
Thos. P. Merritt,	do.	do.
Frank S. Livingood,	do.	do.
M. B. McKnight,	do.	do.
D. M. Wingerd,	do.	do.
Wm. R. McIlvaine,	do.	do.
B. F. Owen,	do.	do.
H. A. Muhlenberg,	do.	do.
J. G. Leinbach,	do.	do.
James Rick,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 536 Court Street, Reading, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Rick,	Reading, Pa.
Vice President,	D. B. Beaver, M. D.,	do.
Secretary,	Frank S. Livingood,	do.
Treasurer,		
General Solicitor, Attorney or Counsel,	H. A. Muhlenberg,	do.
General Manager,	Wm. B. Harper,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Mt. Penn Gravity Railroad Co.,	Minsral Spring Park Station.	Mineral Spring Park Station.	8	8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$115,846 52	Capital stock,	$100,000 00
Cost of equipment,	29,387 95	Funded debt,	100,000 00
Profit and loss,	56,985 84	Current liabilities,	220 31
Total,	$200,220 31	Total,	$200,220 31

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number combination	1	1
Gauge of track	4 ft. 8 1-2 in.	

MT. PLEASANT AND BROAD FORD RAILROAD COMPANY.

Date of organization: May 16, 1870.

By what authority incorporated: State of Pennsylvania, acts February 19, 1849, and April 6, 1870.

Operated by Pittsburgh and Connellsville Railroad Company, lessee, which company is operated by Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. D. Meeds	Pittsburgh	First Monday, January, 1895.
W. C. Magee	Pittsburgh	do. do.
J. B. Jackson	Pittsburgh	do. do.
John Bissell	Pittsburgh	do. do.
S. L. Schoonmaker	Pittsburgh	do. do.
C. A. Painter	Pittsburgh	do. do.
O. P. Shupe	Mt. Pleasant, Pa.	do. do.
A. R. Banning	Connellsville, Pa.	do. do.
Jno. D. Frisbee	Connellsville, Pa.	do. do.
C. F. Mayer	Baltimore, Md.	do. do.
Orland Smith	Cincinnati, O.	do. do.
Alexander Shaw	Baltimore, Md.	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington	Pittsburgh.
Secretary, Treasurer	A. W. Black	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Mt. Pleasant and Broad Ford Railroad Company.	Broad Ford, Pa.	Mount Pleasant, Pa.	Pittsburgh and Connellsville Railroad Company.	9.70	9.70

Operated by Baltimore and Ohio Railroad Company by virtue of lease of Pittsburgh and Connellsville Railroad Company, the lessee of this company; lease dated January 2, 1871, for 99 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$203,983 07	Capital stock,	$150,500 00
Cash and current assets,	627,415 68	Profit and loss,	680,898 75
Total,	$831,398 75	Total,	$831,398 75

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	4	4
Gauge of track,	4 ft. 8 3-4 in.	

NESCOPEC RAILROAD COMPANY.

Date of organization: June 3, 1886.
By what authority incorporated: General laws of State of Pennsylvania, April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea,	Philadelphia.	Second Tuesday in May, 1895.
John P. Green,	Philadelphia,	do. do.
Wm H. Barnes,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
Amos R. Little,	Philadelphia,	do. do.
J. C. Bright,	Pottsville, Pa.,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 8, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice addres of operasting company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	F. W Schwarz.	do.
Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Nescopec railroad,	Nescopec,	Rock Glen Junction.	Pennsylvania Railroad Company.	11.96	11.96

Operated by the Pennsylvania Railroad Company, under resolutions of boards of directors of both companies. Rental—net earnings. Their agreement went into affect April 25, 1887, and is terminable at the option of either party, on thirty days notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$460,395 28	Capital stock,	$259,000 00
Profit and loss,	82,441 79	Funded debt,	200,000 00
		Current liabilities,	83,837 07
Total,	$542,837 07	Total,	$542,837 07

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	8	8
Telegraph:		
Miles of line owned by this company,	12	12
Miles of wire owned by this company,	13	13
Miles of line operated by Pennsylvania Railroad Company,	12	12
Miles of wire operated by Pennsylvania Railroad Company,	13	13

Gauge of track, ... 4 ft. 9 in.

NESQUEHONING VALLEY RAILRAOD COMPANY.

Date of organization: May 14, 1861.
By what authority incorporated: State of Pennsylvania. Special act of May 14, 1861.
Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	January 14, 1894.
Effingham B. Morris,	Philadelphia,	do.
J. S. Harris,	Philadelphia,	do.
E. W. Clark,	Philadelphia,	do.
P. C. Garrett,	Philadelphia,	do.
Edward Lewis,	Philadelphia,	do.
S. Dickson,	Philadelphia,	do.
B. H. Shoemaker,	Philadelphia,	do.
E. B. Leiseuring,	Philadelphia,	do.
J. W. Biddle,	Philadelphia,	do.
Geo. C. Thomas,	Philadelphia,	do.
J. B. Henry,	Philadelphia,	do.
R. V. Massey, Jr.,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. W. Woolston,	Philadelphia.
Secretary and Treasurer,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From	To—			
Nesquehoning Valley Railroad.	Nesquehoning Jct'n.	Tamanend,	Central Railroad Company of New Jersey.	16.66	16.66

The Nesquehoning Valley railroad is leased to the Lehigh Coal and Navigation Company, for the term of 999 years from November 4, 1868. The road was sublet to the Central Railroad Company of New Jersey, March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,419,245 72	Capital stock,	$1,418,600 00
Cash and current assets,	1,110 63	Current liabilities,	1,756 35
Total,	$1,420,356 35	Total.	$1,420,356 35

NEVERSINK MOUNTAIN RAILROAD COMPANY.

Date of organization: February 5, 1889.
By what authority incorporated: Act of April 4, 1868, and acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. Brooke,	Birdsboro', Pa.	June 28, 1895.
Geo. F. Baer,	Reading, Pa.,	do.
W. F. Wooten,	Reading, Pa.,	do.
M. C. McIlvain,	Reading, Pa.,	do.
R. T. Leaf,	Reading, Pa.,	do.
Wm. D. Smith,	Reading, Pa.,	do.

Date of last meeting of stockholders for election of directors: June 28, 1894.
Postoffice address of general office: 536 Penn street, Reading.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Henry T. Kendall,	Reading, Pa.
Secretary,	Morton C. McIlvain,	do.
Treasurer,	D. W. Stehman,	do.
Gen'l Solicitor, Att'y or Counsel,	Geo. F. Baer,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Neversink Mountain Railroad,	9th and Penn, Reading,	Klapperthal.	8	8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$149,207 88	Capital stock,	$100.000 00
Cost of equipment,	66,628 70	Funded debt,	59,000 00
Stocks of other companies owned,	24,000 00	Current liabilities,	104,319 90
Lands owned,	11,972 31		
Cash and current assets,	2,382 18		
Profit and loss,	9,128 83		
Total,	$263,319 90	Total,	$263,319 90

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	2	2
Aggregate length (feet),	200	200

NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Date of organization: March 29, 1862.
By what authority incorporated: Act of Assembly February 6, 1862; supplement approved February 17, 1863; supplement approved April 20, 1864; supplement approved April 9, 1869.
Operated by the Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Wm. Patterson,	New Castle, Pa.,	Second Monday of Jan.,	1895.
Jno. B. Jackson,	Pittsburgh,	do.	do.
L. Raney,	New Castle, Pa.,	do.	do.
Jno. L. Crawford,	New Castle, Pa.,	do.	do.
L. S. Hoyt,	New Castle, Pa.,	do.	do.
A. R. Lee,	Erie, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: New Castle, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. W. Cunningham,	Pittsburgh.
Secretary, Treasurer,	J. A. Crawford,	New Castle, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Beaver Valley Railroad Company.	New Castle,	Homewood,	Pennsylvania Company,	14.98	14.98

January 29, 1865, leased to the Pittsburgh, Fort Wayne and Chicago Railway Company, for ninety-nine years, at a rental of forty per cent. of the gross earnings.
This lease assigned by lessee to Pennsylvania Railroad Company, June 7, 1869. June 29, 1874, the Pennsylvania Railroad Company, conveyed this lease to Pennsylvania Company, to take effect as of date April 1, 1871.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$878,865 95	Capital stock,	$700,000 00
Cash and current assets,	118,258 82	Current liabilities,	1,966 49
		Income under lease,	295,158 28
Total,	$997,124 77	Total,	$997,124 77

PENNSYLVANIA COMPANY OPERATING THE NEW CASTLE AND BEAVER VALLEY RAILROAD.

For history of operating company, see report of Pennsylvania Company. History of New Castle and Beaver Valley Railroad Company should be reported by that company.

DIRECTORS.

See report of New Castle and Beaver Valley Railroad Company, for organization of that company. See report of Pennsylvania Company for organization of operating company.

OFFICERS.

See report of New Castle and Beaver Valley Railroad Company for list of officers of that company. See report of Pennsylvania Company for list of officers of operating company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
New Castle and Beaver Valley railroad.	Homewood, Pa., . .	New Castle, Pa., . . .	14.98	14.98

GENERAL BALANCE SHEET.

Should be reported by New Castle and Beaver Valley Railroad Company.

CONTRACTS, AGREEMENTS, ETC.

Express companies: The Adams Express Company pays this company, forty per cent. of its gross receipts from general traffic, and seventy per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Freight or transportaton companies or lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom, of each, to the whole. Customary rates are also paid for the use of Union Line cars.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges, and also receives a proportion of the receipts, and pays a proportion of the expenses of the telegraph line located on the line of the New Castle and Beaver Valley railroad.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	6	6
Number iron, ...	6	6
Number wooden.	1	1
Telegraph:		
Miles of line operated by this company jointly with Western Union Telegraph company, ...	14.9	14.9
Miles of wire operated by this company jointly with Western Union Telegraph Company, ...	36	36
Miles of wire operated by Western Union Telegraph Company, ...	29.8	29.8

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Should be reported by the New Castle and Beaver Valley Railroad Company.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

NEW CASTLE AND BUTLER RAILWAY COMPANY.

Date of organization: September, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
M. S. Marquis, ...	New Castle, Pa.	W. H. Marquis, ...	New Castle, Pa.
W. E. Reis, ...	New Castle, Pa.		

Date of last meeting of stockholders for election of directors: June, 1894.

Postoffice address of general office. New Castle, Pa.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President, ...	M. S. Marquis, ...	New Castle, Pa.
Vice President, ...	W. E. Reis, ...	do.
Vice President, ...	Ed. Ohl, ...	do.
Treasurer, ...	W. H. Marquis, ...	do.
Gen'l Solicitor, Att'y or Counsel, . . .	Geo. Grier, ...	do.
General Manager, ...	Geo. B. Berger.	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Castle and Butler Railroad Company.	New Castle, ...	Mineral Ridge.	2¼	2¼

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number, ...	3	3
Aggregate length (feet), ...	350	350

Gauge of track, ... 3 ft. 2 in.

The stock of the New Castle and Butler Railroad Company is owned by M. S. Marquis, and road operated by him for his sole use, no one else shipping any material over the road. We do not keep any books for the company except a debtor and creditor account of earnings and expenses. So we cannot make a full report as blank calls for.

NEW CASTLE AND SHENANGO VALLEY RAILROAD COMPANY.

Date of organization: May 3, 1887.

By what authority incorporated: Laws of Pennsylvania.

Operated by the New York, Lake Erie and Western Railroad Company, lessee New York, Pennsylvania and Ohio railroad.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. W. Johnson,	New Castle, Pa.,	May, 1895.
L. Raney,	New Castle, Pa.,	do.
Wm. Patterson,	New Castle, Pa.,	do.
M. S. Marquis,	New Castle, Pa.,	do.
Chas. S. Wallace,	New Castle, Pa.,	do.
E. H. Wheeler,	Sharon, Pa.,	do.
Chas. E. Whitehead,	New York city,	do.
E. B. Thomas,	New York city,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: New Castle, Pa.

Postoffice address of operating company: New York, Lake Erie and Western Railroad Company, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	G. W. Johnson,	New Castle, Pa.
Vice President,	L. Raney,	do.
Secretary, Treasurer,	Chas. L. Wallace,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New Castle and Shenango Valley Railroad.	New Castle, Pa.	Middlesex, Pa.	New York, Lake Erie and Western Railroad Co.	16.20	16.20

The line of the New Castle and Shenango Valley Railroad Company, is leased by the New York, Pennsylvania and Ohio Railroad Company for a term of ninety-three years and two months beginning March 1, 1880, and terminating April 30, 1982, and is operated by the New York, Lake Erie and Western Railroad Company. Lessee of the New York, Pennsylvania and Ohio Railroad Company as per contract, or lease dated March 1, 1889.

Thirty-two per cent. of the gross earnings to be paid the New Castle and Shenango Valley Railroad Company, as rental. Said thirty-two per cent. guaranteed to be equal to $15,000 per annum, and said New York, Lake Erie and Western and New York, Pennsylvania and Ohio companies to pay annually that amount to the Farmers' Loan and Trust Company, New York, to meet the interest on the bonded debt.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$541,093 40	Capital stock,	$292,450 00
Cash and current assets,	4 96	Funded debt,	250,000 00
Profit and loss,	15,773 09	Current liabilities,	14,421 45
Total,	$556,871 45	Total,	$556,871 45

IMPORTANT CHANGES DURING THE YEAR.

Four shares of stock issued to perfect title to right of way.

NEW HAVEN AND DUNBAR RAILROAD COMPANY.

Date of organization: November 22, 1892.

By what authority incorporated: By authority of the State of Pennsylvania, of act approved June 8, 1874, and acts supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. H. Kimball,	Dunbar, Fayette county, Pa.,	Jauuary 2, 1895.
Rodman Wistar,	257 So. Fourth street, Philadelphia,	do.
Frank A. Hill,	Bullitt Building, Philadelphia,	do.
John N. M. Shlmer,	257 So. Fourth street, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 2, 1894.

Postoffice addres s ofgeneral office: 257 South Fourth street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John N. M. Shlmer,	257 So. Fourth street, Philadelphia.
Secretary, Treasurer,	Frank A. Hill,	Bullitt Building, Philadelphia.
Gen'l Solicitor, Att'y or Counsel.	Samuel Dickson,	Bullitt Building, Philadelphia.
General Manager.	Charles McCrery,	Dunbar, Fayette county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New Haven and Dunbar Railroad,	Dunbar, Pa.,	Hill Farm, Pa.,	4.39	4.39
	Dunbar Furnace,	Stone Quarries,	4.80	4.80
	Sidings,	Furnace Coke Ovens, &c.		
Total mileagé operated,			9.19	9.19

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$8,000 00	Capital stock	$8,000 00
Cash and current assets	13,144 33	Current liabilities	10,020 67
		Profit and loss	3,123 66
Total	$21,144 33	Total	$21,144 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden	3	
Trestles:		
Number	1	1
Aggregate length (feet)	493	493

Gauge of track, ... 4 ft. 8 3-4 in.

NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.
By what authority incorporated: By the general law.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
H. H. Bechtel	Newport, Pa.	Second Tuesday of January, 1895.	
B. M. Eby	Newport, Pa.	do	do.
W. H. Gaul	Newport, Pa.	do.	do.
Geo. Fleisher	Newport, Pa.	do.	do.
James Everhart	Newport, Pa.	do.	do.
James A. Gray	Elliottsburg, Pa.	do.	do.
Dr. B. P. Hook	Loysville, Pa.	do.	do.

Date of last meeting of stockholders for election of directors: Second Tuesday, January, 1894.
Postoffice address of general office: Newport, Perry county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	David Gring	Newport, Pa.
Vice President	H. H. Bechtel	Newport Pa.
Secretary	Horace Beard	Newport, Pa.
Treasurer	J. N. Irwin	Newport, Pa.
General Solicitor, Attorney or Counsel	W. H. Sponsler	New Bloomfield, Pa.
Auditor	C. K. Miller	Newport, Pa.
General Manager	David Gring	Newport, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From	To—		
Newport and Sherman's Valley Railroad.	Newport, Pa., ...	New Germantown, . .	30.67	30.67
Total mileage operated, ...	. . . . .	. . . . .	30.67	30.67

GENERAL BALANCE SHEET.

	CR.	
Unable to give complete balance sheet on account of some unsettled accounts with contractor which would effect cost of road and equipments.	Capital stock, ...	$130,395 00
	Funded debt, ...	125,000 00
	Current liabilities, ...	3,238 42

CONTRACTS, AGREEMENTS, ETC.

With Adams Express Company for forty per cent. of earnings.
With postoffice department for usual compensation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden, ...	5	5
Trestles:		
Number, ...	48	48
Telegraph:		
Miles of line owned by this company, ...	31	31
Miles of wire owned by this company, ...	34	34
Miles of line operated by this company, ...	31	31
Miles of wire operated by this company, ...	34	34

Gauge of track, ... 3 feet.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilites, does this road use for which it pays a rental? Name the parties to whom such property belongs: Rents rooms in building owned by Pennsylvania Railroad Company, for general office.

NEW YORK, LAKE ERIE AND WESTERN RAILROAD COMPANY.

Date of organization: Certificate filed April 27, 1878.

By what authority incorporated: Under the general railroad act of the State of New York, dated April 2, 1850.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry H. Cook,	1 E. 78th St., New York City,	November 27th, 1894.
William N. Gilchrist,	Windsor Hotel, New York City,	do.
James G. Goodwin,	45 W. 34th St., New York City,	do.
Abram S. Hewitt,	9 Lexington Ave., N. Y. City,	do.
Morris K. Jesup,	197 Madison Ave., N. Y. City,	do.
John King,	19 E. 69th St., New York City,	do.
William Libbey,	Fort Washington, N. Y. City,	do.
J. G. McCullough,	88 Park Ave., New York City,	do.
Ogden Mills,	2 E. 69th St., New York City,	do.
Alex. E. Orr,	102 Remsen St., Brooklyn,	do.
Cortlandt Parker,	Newark, N. J.,	do.
Geo. W. Quintard,	922 Fifth Ave., New York City,	do.
William L. Strong,	12 W. 57th St., New York City,	do.
Eben B. Thomas,	175 W. 58th St., New York City,	do.
J. Lowber Welsh,	Philadelphia,	do.
William A. Wheelock,	13 W. 48th St., New York City,	do.
William Whitewright,	16 W. 22d St., New York City,	do.

Date of last meeting of stockholders for election of directors: November 28, 1893.

Postoffice addres of general office: P. O. Box 839.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	John King,	P.O.Box 839, N.Y.C'y.
Receiver,	J. G. McCullough,	"
President,	John King,	"
First Vice President,	E. B. Thomas,	"
Third Vice President,	Andrew Donaldson,	"
Secretary,	A. R. Macdonough,	"
Treasurer,	Edward White,	"
Assistant Treasurer,	W. B. Banker,	"
Chief Engineer,	A. Mordecai,	"
Attorney,	H. Schnoonmaker,	"
Auditor,	W. Farrington,	"
Auditor of Traffic,	E. P. Camsball,	"
Auditor of Disbursements,	N. S. Rutter,	"
General Manager,	Alfred Walter,	"
Traffic Manager,	G. G. Cochran,	"

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
New York, Lake Erie and Western Railroad Company.	Piermont, N. Y., . .	Dunkirk, N. Y., . . .	446.63	42.17
Newburgh Branch.	Greycourt, N. Y., . .	Newburgh, N. Y., . .	18.73	. . . . .
Newburgh and New York Railroad,	Newburgh Junction, N. Y.	Vails Gate Junction, N. Y.	12.64	. . . . .
Buffalo Branch, ...	Hornellsville, N. Y.,	Attica, N. Y., ...	60.92	. . . . .
Erie International Railroad, ...	Buffalo, N. Y., ...	Inter-Bridge, N. Y.,	4.50	. . . . .
Erie and Black Rock Railroad, . . .	Inter-Junction, N. Y.,	Black Rock, N. Y., .	1.14	. . . . .
Conesus Lake Railroad, ...	Hamilton, N. Y., . .	Lakeville, N. Y., . .	1.61	. . . . .
Edgerton Branch, ...	Mayfield, Pa., ...	Edgerton Broder, Pa.,	2.50	2.50
Bergen & Dundee Railroad, ...	Garfield, N. J., . . .	Passaic, N. J., ...	2.45	. . . . .
Moosic Mountain and Carbondale, .	Winton, Pa., ...	Marshwood, Pa., . .	4.21	4.21
Long Dock Railroad Paterson and Hudson Railway, Paterson and Ramapo Railroad and Union Railroad,	Jersey City, N. J., . .	Suffern, N. Y., ...	31.24	. . . . .
Newark and Hudson Railroad, . . .	Bergen, N. J., ...	Newark, N. J., ...	5.62	. . . . .
Paterson and Newark Railroad, . .	Newark, N. J., ...	Paterson, N. J., . . .	11.32	. . . . .
Northern Railroad of New Jersey, .	Bergen Junction, N. J.	Nyack, N. Y., ...	26.05	. . . . .
Bergen County Railroad, ...	Rutherford Junction, N. J.	Ridgewood Junction, N. J.	9.82	. . . . .
Goshen and Deckertown Railroad, .	Goshen, N. Y., ...	Pine Island, N. Y., .	11.64	. . . . .
Montgomery and Erie Railroad, . .	Goshen, N. Y., ...	Montgomery, N. Y., .	10.43	. . . . .
Middletown and Crawford Railroad.	Crawford Junction, N. Y.	Pine Bush, N. Y., . .	10.22	. . . . .
Hawley Branch, ...	Lackawaxen, Pa., . .	Hawley, Pa., ...	15.61	15.61
Jefferson Railroad, Honesdale Branch.	Hawley, Pa., ...	Honesdale, Pa., . . .	8.18	8.18
Jefferson Railroad, Carbondale Branch.	Lanesboro, Pa., . . .	Carbondale, Pa., . .	36.51	36.51
Weehawken Branch, ...	Jersey City, N. J., . .	Weehawken, N. J., .	3.44	. . . . .
Buffalo, New York and Erie Railroad.	Painted Post, N. Y., .	Buffalo, N. Y., ...	140.25	. . . . .
Rochester and Genese Valley Railroad.	Avon, N. Y., ...	Rochester, N. Y., . .	18.40	. . . . .
Avon, Genese and Mt. Morris Railroad.	Avon, N. Y., ...	Mt. Morris, N. Y., . .	17.70	. . . . .
Suspension Bridge and Erie Junction Railway.	Suspension Bridge, N. Y.	Erie Junction, N. Y.,	24.02	. . . . .
Lockport and Buffalo Railroad. . . .	Lockport, N. Y., . . .	Tonawanda, N. Y., .	15.12	. . . . .
Buffalo, Bradford and Pittsburgh Railroad.	Carrollton, N. Y., . .	Gilesville, Pa., . . .	26.17	18.33
New York, Lake Erie and Western Coal and Railroad.	Crawford Junction, Pa.	Johnsonburg, Pa., . .	31.04	31.04
West Branch, ...	Bradford, Pa., ...	Sugar Run, Pa., . . .	10.84	10.84
Buffalo and South Western Railway,	B. C. R. R. Jc., N. Y.,	Jamestown, N. Y., .	66.36	. . . . .
Toby Branch.	Brockwayville, Pa., .	Toby Mines, Pa., . .	12.00	12.00
Daguscahonda Railroad, ...	Daguscahonda, Pa., .	Dagus Mines, Pa., . .	5.50	5.50
Brockport and Shawmut, ...	Brockport, Pa., . . .	Shawmut, Pa., . . .	3.75	3.75
Total mileage operated.	. . . . .	. . . . .	1106.55	190.64

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ... $155,632,069 27		Capital stock, ...	$86,373,600 00
Cost of equipment, . 8,178,068 39		Funded debt, ...	77,644,125 10
	$163,810,137 66	Current liabilities, ...	7,568,105 81
Bonds of other companies owned, .	570,224 60	Accrued interest on funded debt not yet payable, ...	896,791 46
Stocks of other companies owned, .	3,145,469 54	Receivers of the N. Y., L. E. & W. R R. Co., ...	4,639,018 99
Improvements and additions to leased lines and branches and amounts paid on account of equipment.	7,600,518 79	Profit and loss, ...	4,345,488 43
Advances, ...	4,310,396 61		
Cash and current assets, ...	308,876 98		
Erie Coal Companies, Etc., ...	1,721,505 31		
Total, ...	$181,467,129 49	Total, ...	$181,467,129 49

IMPORTANT CHANGES DURING THE YEAR.

On the 26th of July, 1893, the New York, Lake Erie and Western Railroad Company, went into the hands of the receivers, John King and J. G. McCullough, and this report covers the transaction of the company and also of the receivers for the entire year ending June 30, 1894.

Common stock to the extent of $400,000 was sold during the year.

CONTRACTS, AGREEMENTS, ETC.

July 1, 1893, to June 30, 1894.

July 1, 1893, American Surety Company. Respecting the execution of bonds and undertakings.

July 1, 1893. Buffalo, Rochester and Pittsburgh Railway Company. Second supplement to contract of November 29, 1892, for building second track.

July 4, 1893, New Yew York, Susquehanna and Western Railroad Company. Overhead crossing at Fairview, N. J.

August, 1893. North Hudson County Railway Company. Overhead crossing at Thirteenth street, Hoboken, N. J.

September 30, 1893. Olean Street Railway Company. Grade crossing at Allegany, N. Y.

October 6, 1893, New Jersey and New York Railway Company. Rearrangement of tracks at Erie Junction.

November 1, 1893. Addison and Pennsylvania Railway Company. Purchase of three locomotives.

November 14, 1893. Burnham, Williams & Company. As to loan of engines building under contract of February 20, 1893, until paid for, etc.

December 14, 1893. Ketner, St. Mary's and Shawmut Railroad Company. Sale and transfer of Ketner Branch Railroad.

Division of Rates on Traffic.

January 2, 1894. Dansville and Mt. Morris Railroad Company. Use of tracks and station facilities at Mount Morris, N. Y.

January 13, 1894. Wharton Railroad Switch Company. License to use Wooten boiler on engine No. 805.

January 18, 1894. Middletown-Goshen Traction Company. Grade crossing at North street, Middletown, N. Y.

January 13, 1894. Edward P. Campbell. License to use patent way-bills.

April 17, 1894. Paterson, Passaic and Rutherford Electric Railway Company. Grade crossing at Essex street, Paterson, N. J.

May 5, 1894. Buffalo, Bellevue and Lancaster Railway Company. Grade crossing Central avenue, Lancaster, N. Y.

May 5, 1894. Crosstown Street Railway Company of Buffalo. Grade crossing at Genesee street, Ferry street, Kensington avenue and Military road, Buffalo, N. Y.

May 15, 1894. Jersey City, Hoboken and Rutherford Electric Railroad Company. Grade crossing, Paterson Plank Road, Homestead, N. J.

May 24, 1894. Paterson, Passaic and Rutherford Electric Railroad Company. Grade crossing, Paterson Plank Road, between Rutherford and Passaic, Bergen county, N. J.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	7	2
Number iron,	340	37
Number wooden,	97	15
Number combination,	1	. . . . .
Trestles :		
Number,	154	24
Aggregate length (feet).	15,422¾	5,134¾
Tunnels :		
Number,	2	. . . . .
Maximum length (feet),	4,181½	. . . . .
Minimum length,	171	. . . . .
Aggregate length of all tunnels (feet),	4,552½	. . . . .
Telegraph :		
Miles of line owned by this company.	927½	228½
Miles of wire owned by this company,	3,740	470¾
Miles of line operated by this company,	927½	228½
Miles of wire operated by this company,	3,740	470¾

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Passenger and freight stations, yards and terminals at Carbondale, Pa., belonging to the Delaware and Hudson Canal Company.

Passenger station at Monroe, New Hampton, Guymard and Hamilton owned by sundry individuals.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Erie Dispatch, Commercial Express, Interstate Despatch.

NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Date of organization: January 28, 1881.

By what authority incorporated: Originally organized as the Wilcox and Howard Hill Improvement company, and changed to present title by decree of court.

Improvement Company, and changed to present title by decree of court. Pennsylvania, June 28, 1881. Originally organized under special act of Pennsylvania Assembly, April 8, 1870.

Operated by the New York, Lake Erie and Western Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. K. P. Hall,	St. Mary's, Pa.,	Second Monday in June,	1895.
Samuel Hines,	Scranton, Pa.,	do.	do.
J. Lowber Welsh,	Philadelphia,	do.	do.
John King,	New York City,	do.	do.
A. R. Macdonough,	New York City,	do.	do.
E. B. Thomas,	New York City,	do.	do.
David H. Jack,	Bradford, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: Second Monday in June, 1894.

Postoffice address of general office: 21 Cortlandt street, New York city.

Postoffice address of operating company: P. O. Box 839, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. K. P. Hall,	St. Mary's, Pa.
Vice President,	E. B. Thomas,	New York City.
Secretary,	A. R. Macdonough,	do.
Treasurer,	Edward White,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
New York, Lake Erie and Western Coal and Railroad.	Crawford Junction.	Johnsonburg.	New York, Lake Erie and Western Railroad Company.	29.92	. . . . .
Alton Loop.	Alton, ...	Riderville, .	. . . . .	1.12	. . . . .
Toby Branch, ...	Brockwayville.	Toby Mines,	. . . . .	12	. . . . .
Brockport and Shawmut, .	Brockport, .	Shawmut, . .	. . . . .	3.75	. . . . .
Dagus Branch, ...	Dagusconda.	Dagus Mines,	. . . . .	5.50	. . . . .
Total mileage, ...	. . . . .	. . . . .	. . . . .	52.29	52.29

GENERAL BALANCE SHEET.

DR.			DR.	
Cost of road.		$2,226,206 70	Capital stock.	$500,000 00
Roberts' lot spur, . .	$6,239 04		Funded debt, ...	3,000,000 00
Brockport and Shawmut Railroad, . .	21,195 26			
Hazleton Branch, . .	580 03			
		28,014 53		
Lands owned, ...		509,390 31		
New York, Lake Erie and Western Railroad Company and Receivers, ...	$363,986 38			
N.W. Mining and Ex. Co., ...	203,993 69			
		567,980 07		
Profit and loss, ...		168,408 59		
Total, ...		$3,500,000 00	Total, ...	$3,500,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	2	2
Trestles:		
Number, ...	2	2
Aggregate length (feet), ...	1,376	1,376
Telegraph:		
Miles of line owned by this company.	31.04	31.04
Miles of wire owned by this company.	31.04	31.04
Miles of line operated by this company.	31.04	31.04
Miles of wire operated by this company, ...	31.04	31.04

Gauge of track,..... 4 ft. 8 1-2 in.

NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: November 23, 1880.

By what authority incorporated: Under general railroad law of 1868, etc.

If a consolidated company, name the constituent companies: Consolidated and merged into the New York, Lackawanna and Western Railway of New York, October 23, 1883, which latter is operated under lease by the Delaware, Lackawanna and Western Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William R. Storrs,	Scranton, Pa.,	Until next election.
James Archbald,	Scranton, Pa.,	do. do.
Garret Bogart,	Scranton, Pa.,	do, do.
James W. Fowler,	Scranton, Pa.,	do. do.
Robert McKenna,	Scranton, Pa.,	do. do.
John F. Snyder,	Scranton, Pa.,	do. do.
Walter Dawson,	Scranton, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: November 11, 1880.

Postoffice address of general office: Scranton, Penn'a.

Postoffice address of operating company: Delaware, Lackawanna and Western Railroad Company, No. 26, Exchange Place, New York city.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. F. Halstead,	Scranton, Pa.
Secretary,	Fred. F. Chambers,	New York City.
Treasurer,	Fred'k N. Gibbens,	New York City.
General Manager,	W. F. Halstead,	Scranton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
New York, Lackawanna and Western Railway Co.	Crossing Pennsylvania and New York State line three times into and through the townships of Athens and South Waverly, County of Bradford, Pennsylvania.		641	641

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number iron (feet),	8,595	8,595

Gauge of track, 4 ft. 8 1-2 in.

THE NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.

By what authority incorporated: Under the laws of New York, Pennsylvania, Ohio, Indiana and Illinois. As this is a consolidated company, further information is given in answer to question four.

If a consolidated company, name the constitutent companies: This company's railroad was built for the New York, Chicago and St. Louis Railway Company, a consolidated company organized under the laws of the five states above named and composed of constituent companies in the several States, to wit: The Buffalo, Cleveland and Chicago Railway Company of New York, whose articles of association were filed with the Secretary of State about January 15, 1881. The Buffalo, Cleveland and Chicago Railway Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth about January 15, 1881. The New York and Chicago Railway Company of Ohio, whose articles of incorporation were filed with the Secretary of State about March 15, 1881. The New York and Chicago Railway Company of Indiana, whose articles of incorporation were filed with the Secretary of State March 4, 1881. The New York and Chicago Railway Company of Illinois, whose articles of organization were filed with the Secretary of State March 23, 1881. All of the constituent companies were incorporated under the general railroad laws of their respective States, to wit: General railroad laws of New York, entitled An act to authorize the formation of the railroad companies and to regulate the same, passed April 2, 1850. In Pennsylvania, An act to authorize the formation and regulation of railroad corporations, approved April 4, 1868. In Ohio, sections 3236 to 3245 of revised statutes. In Indiana, sections 3885 to 3888 of revised statutes. In Illinois, chapter 114 of revised statutes, sections 1 to 6. The constituent companies were consolidated by agreement, dated April 8, 1881, under the general laws of the five states named, to which reference is made as follows: in New York, chapter 917 of the laws of 1869, entitled An act authorizing the consolidation of certain railroad companies. In Pennsylvania, An act supplementary to an act regulating railroad companies, approved the 17th day of February, A. D. 1849; approved 24th of March, 1865. In Ohio, sections 3380 to 3385 of revised statutes. In Indiana, section 3971 of revised statutes. In Illinois, chapter 32 of revised statutes, sections 50 to 57. By reason of the aforeclosure of mortgages upon its railway, it was sold in May, 1887. Companies incorporated under the laws of the five States above named, respectively bought from the purchasers the portions in their respectie States. These companies, with the dates of their incorporation, were as follows: The New York, Chicago and St. Louis Railroad Company of New York, whose articles of association were filed with the Secretary of State June 22, 1887. The Erie and State Line Railroad Company of Pennsylvania, whose articles of association were filed with the Secretary of the Commonwealth June 27, 1887. The Cleveland and State Line Railroad Company of Ohio, whose articles of incorporation were filed with the Secretary of State August 15, 1887. The Fort Wayne and Illinois Railroad Company, whose certificate of incorporation was filed with the Secretary of State June 28, 1887. The Chicago and State Line Railroad Company, whose articles of incorporation were filed with the Secretary of State June 30, 1887. All were organized under the general railroad laws of the several States to which reference is given above.

Agreement for consolidation of the constituent companies in New York and Pennsylvania, dated July 7, 1887, and filed with the Secretary of State August 15, 1887. Name of consolidated company: The New York, Chicago and St. Louis Railroad Company. Agreement for consolidation of above named consolidated company with constituent companies in Ohio and Indiana filed with the Secretary of State September 27, 1887. Lease of Chicago and State Line Railroad from the Chicago and State Line Railroad Company to the Fort Wayne and Illinois Railroad Company dated September 20, 1887. As this company is the owner of the capital stock of the Chicago and State Line Railroad Company, which does not keep up an independaet organization for the purpose of distributing income, the lease is treated as effecting a consolidation in fact. Consolidation was affected under the laws of the several states referred to above, except the lease of the Chicago and State Line Railroad Company, which was made by authority of chapter 114, section 34 of revised statutes of Illinois, and section 3973 of revised statutes of Indiana

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. K. Vanderbilt,	New York, N. Y.,	May, 1895.
Cornelius Vanderbilt,	New York, N. Y.,	do.
Fred. W. Vanderbilt,	New York, N. Y.,	do.
H. McK. Twombly,	New York, N. Y.,	do.
John S. Kennedy,	New York, N. Y.,	do.
James A. Rosevelt	New York, N. Y.,	do.
Fred. P. Olcott,	New York, N. Y.,	do.
Chauncey M. Depew,	New York, N. Y.,	do.
Allyn Cox,	New York, N. Y.,	do.
D. W. Caldwell,	Cleveland, Ohio,	do.
Samuel E. Williamson,	Cleveland, Ohio,	do.
Ralph W. Hickox,	Cleveland, Ohio,	do.
Charles M. Reed,	Erie, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 2, 1894.
Postoffice address of general office: Cleveland, Ohio.

OFFICERS.

TITIE.	NAME.	ADDRESS.
Chairman of the Board,	Wm. K. Vanderbilt,	New York city.
President,	D. W. Caldwell,	Cleveland, Ohio.
Secretary, Treasurer,	Allyn Cox,	New York city.
Assistant Treasurer,	H. Hammersly,	Cleveland, Ohio.
General Counsel,	Samuel E. Williamson,	Cleveland, Ohio.
Auditor,	James P. Curry,	Cleveland, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
New York, Chicago and St. Louis Railroad Company.	Buffalo, N. Y.,	A point in the village of Silver Creek, N. Y.	494.72	43.98
	A point in the city of Dunkirk, N. Y.	Boundary line between States of Indiana and Illinois.	8.11	1.25
Line Operated Under Lease, Contract or Otherwise.				
Lake Shore and Michigan Southern railway.	A point in the village of Silver Creek, N. Y.	A point in the city of Dunkirk, N. Y.	7.84	
Chicago and State Line railroad.	Boundary line between States of Indiana and Illinois.	Graud Crossing, Ill.,	9.96	
Under Trackage Rights.				
New York, Lake Erie and Western railroad.	In Buffalo, N. Y.,		1.60	
Lake Shore and Michigan Southern railway.	Grand Crossing, Ill.,	Chicago, Ill.,	8.90	
Total mileage operated,			531.13	45.23

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$46,086,157 92	Capital stock,	$30,000,000 00
Cost of equipment,	3,720,846 50	Funded debt,	19,425,000 00
Cash and current assets,	1,032,938 40	Current liabilities,	696,080 94
Profit and loss,	76,284 82	Accrued interest on funded debt not yet payable,	194,250 00
		Accrued equipment rental not yet payable,	59,000 00
		Sinking fund account,	541,896 70
Total,	$50,916,227 64	Total,	$50,916,227 64

CONTRACTS, AGREEMENTS, ETC.

Express companies: National terms. We receive forty per cent. of the National Express Company's gros earnings upon this road, provided same shall not be less per month than $100.00 per day, excluding Sundays. If the percentage does not equal in any one month $100.00 per day, excluding Sundays, then that amount shall be paid by the express company.

Mails: The annual compensation allowed this company for the transportation of mails by the United States government is $28,521.27.

Sleeping car companies: Wagner Palace Car Company terms: We pay them one and one-half cents per mile on all mileage made by their cars on this road.

Fast freight lines: Lackawanna Line, Nickle Plate Line, Traders' Despatch, Interstate Despatch, White Line Central Transit Company and South West Despatch are all co-operative lines owned by the companies over whose roads they run.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	39	7
Number wooden,	10	
Trestles:	276	14
Number,		
Aggregate length (feet),	40,008	4,373
Telegraph:		
Miles of line operated by this company,	512.60	43.98
Miles of wire operated by this company,	1,578	132
Miles of line operated by National Telegraph Company.	513	44
Miles of wire operated by National Telegraph Company,	6,590	572

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that if the road earns in any year, ending September 30, the sum of nine hundred thousand dollars, or more over actual operating expenses of such year, that it will pay to the trustee an amount not exceeding one hundred thousand dollars, to be applied by it to the purchase of bonds, providing the bonds can be purchased at a rate not exceeding 102 per cent, and accrued interest. If in any year, ending September 30, the road shall not have earned nine hundred thousand dollars over operating expenses, or if any such year bonds cannot be purchased at the rate stated above, then the payment provided for in the mortgage need not be made to the trustee.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Lackawanna Line, Nickle Plate Line, Traders' Despatch, Interstate Despatch, South West Despatch and White Line Central Transit Company.

NEW YORK AND NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: August 1, 1883.
By what authority incorporated: General railroad law, dated March 24, 1865.
Operated by the Addison and Pennsylvania Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
T. C. Platt,	49 Broadway, N. Y.,	When successors are elected.
G. H. Tremain,	Westfield, Pa.,	
E. G. Davidge,	Westfield, Pa.,	
L. R. Gale,	Galeton, Pa.,	
C. L. Pattison,	Elkland, Pa.,	
B. H. Parkhurst,	Elkland, Pa.,	
J. E. Jones,	Yonkers, N. Y.,	
W. C. Sheldon,	New York, N. Y.,	
Geo. R. Sheldon,	New York, N. Y.,	
Arthur Clinton,	Galeton, Pa.,	

Date of last meeting of stockholders for election of directors: January 29, 1894.
Postoffice address of general office: 49 Broadway, New York.
Postoffice address of operating company: Addison, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	C. L. Pattison,	Elkland, Pa.
Vice President,	T. C. Platt,	49 Broadway, N. Y.
Secretary,	J. E. Jones,	Yonkers, N. Y.
Treasurer,	Geo. R. Sheldon,	New York, N. Y.
Auditor,	J. D. Foland,	Addison, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
N. Y. and N. P. R. R.,	Gaines, Pa.,	Galeton, Pa.,	550	55

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$109,060 10	Capital stock,	$50,000 00
		Funded debt,	50,000 00
		Current liabilities,	7,624 82
		Profit and loss,	1,435 28
Total,	$109,060 10	Total,	$109,060 10

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	500	500
Telegraph:		
Miles of line operated by this company,	5	5
Miles of wire operated by this company,	5	5

Gauge of track, 4 ft. 8 1-2 in.

NEW YORK, PENNSYLVANIA AND OHIO RAILROAD COMPANY.

Date of organization: 20th March, 1880.

By what authority incorporated: Under Ohio law passed 11th March, 1880, Volume 77, page 60. An act supplementary to the revised statutes of Ohio—title two, chapters one and two, to enable purchasers of railroads at judicial sale to become incorporated.

Under the general laws of the Commonwealth of Pennsylvania, and under laws of the State of New York, of 1879, page 556. An act to facilitate the foreclosure of mortgages made by consolidated companies of railroads partly within and partly without the State, passed 16th June, 1879.

The New York, Lake Erie and Western Railroad Company has made an indenture dated 30th April, 1883, leasing for a term of ninety-nine years, commencing with the 1st May, 1883, the main line, branches and leased lines of this company, with its fixtures and equipment, and has operated the said railroad since that time. The rental under the lease is based upon earnings. October 1, 1889, the lease was amended so that the rental is 32 per cent. of the gross earnings up to six million dollars, and a reduction in rental of one-tenth of one per cent. on the total gross earnings for each additional one hundred thousand dollars in excess of six millions dollars, until the gross earnings amounts to eight millions dollars, and when the earnings equal or exceed the sum of nine millions dollars the rental will be 28 per cent. of the gross earnings.

This company will report the earnings from rental, etc., and the financial condition, and the lessee company will report the physical characteristics and the operations.

If a consolidated company, name the constituent companies: The constituent companies were the New York, Pennsylvania and Ohio Railroad Company of Ohio, and the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania, and the said consolidated companies became entitled to operate a road in New York State by virtue of a law of the State of New York of 16th June, 1879.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Ohio filed in the office of the Secretary of the State of the Sta e of Ohio 16th March, 1880.

The certificate of incorporation of the New York, Pennsylvania and Ohio Railroad Company of Pennsylvania filed in the office of the Secretary of the Commonwealth of Pennsylvania 17th March, 1880.

Under the laws of the State of New York, the Secretary of State of the State of New York issued his certificate, that certain documents called for in said quoted law were filed in his office on 15th April, 1880.

Operated by the New York, Lake Erie and Western Railroad Company, Lessee.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles E. Whitehead,	71 Wall street, New York City,	Annually, and when successor is elected.
John Tod,	Cleveland, Ohio,	
E. R. Perkins,	Cleveland, Ohio,	
Samuel Mather,	Cleveland, Ohio,	
W. J. McKinnie,	Cleveland, Ohio,	
Fayette Brown,	Cleveland, Ohio,	
J. T. Wann,	Cleveland, Ohio,	
J. M. Ferris,	Toledo, Ohio,	
H. B. Perkins,	Warren, Ohio,	
Lewis Miller,	Akron, Ohio,	
E. J. Barney,	Dayton, Ohio,	
E. A. Wheeler,	Sharon, Pa.,	
Simon Perkins,	Sharon, Pa.,	

Date of last meeting of stockholders for election of directors: 9th December, 1893.

Postoffice address of general office: 30 Euclid avenue, Cleveland, Ohio.

Postoffice address of operating company: The New York, Lake Erie and Western Railroad Company, Lessee, 21 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Whitehead,	New York City.
Vice President,	John Tod,	Cleveland, Ohio.
Secretary,	E. Tupper,	Cleveland, Ohio.
Treasurer,	E. R. Perkins,	Cleveland, Ohio.
General Solicitor, Att'y or Counsel,	S. A. Russell,	Cleveland, Ohio.
Auditor,	J. T. Warren,	Cleveland, Ohio.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
New York, Pennsylvania and Ohio Railroad.	Salamanca, N. Y.	Dayton, O.,	New York, Lake Erie and Western Railroad.	388.04	92.40
Franklin Branch,	Buchanan, Pa.	Oil City, Pa.,	New York, Lake Erie and Western Railroad.	33.78	33.78
Wadsworth Branch.	Wadsworth, O.	Coal Mines,	New York, Lake Erie and Western Railroad.	4.99	. . . . .
Silver Creek Branch,	Near Wadsworth.	Coal Mines,	New York, Lake Erie and Western Railroad.	2.78	. . . . .
Cleveland and Mahoning Valley Railway.	Cleveland, O.	Near State Line of Pa.,	New York, Lake Erie and Western Railroad.	80.86	. . . . .
Niles and New Lisbon Branch.	Niles, O.,	Point South of New Lisbon.	New York, Lake Erie and Western Railroad.	36.25	. . . . .
Liberty and Vienna Branch.	Mosier Junction.	Vienna,	New York, Lake Erie and Western Railroad.	6.87	. . . . .
Sharon Railway,	Sharon, Pa.,	Pymatuning,	New York, Lake Erie and Western Railroad.	7.93	7.93
Middlesex Branch.	Ferrona, Pa.,	Middlesex,	New York, Lake Erie and Western Railroad.	6.86	6.86
Sharpsville Extension.	Boyce, Pa.,	Sharpsville,	New York, Lake Erie and Western Railroad.	1.56	1.56
Westerman Railroad,	Sharon, Pa., Penn'a and Ohio.	¼ miles west of State Line.	New York, Lake Erie and Western Railroad.	2.09	1.47
New Castle and Shenango Valley Railroad.	Middlesex,	New Castle,	New York, Lake Erie and Western Railroad.	16.73	16.73
Youngstown and Austintown Railway.	Youngstown,	Coal Mines,	New York, Lake Erie and Western Railroad.	9.87	. . . . .
Total mileage.				598.61	160.73

The Cleveland and Mahoning Valley Railway Company owns the Cleveland and Mahoning Railroad, the Niles and New Lisbon Railway and the Liberty and Vienna Railroad, and leases said railroads to this company for a fixed yearly rental of $514,180.00. Lease to terminate on 1st October, 1962.

The Westerman Railroad belongs to Christian H. Buhl, of Detroit, Michigan, and is leased to this company from January 1, 1886, to May 1, 1982, at a rental of $4,000.00 per year.

The Sharon Railway own the Sharon Railway and leases it to this company for 6 per cent. per annum on $153,350.00, capital stock, and 5 5-8 per cent., per annum on $164,000.00, first mortgage bonds, which two amounts represent the cost of road, and for any additional improvements the rental will be increased 6 per cent. per annum upon the cost of the additional improvements, which are paid for by the Sharon Railway by the issue of capital stock at its par value. Lease is for a term ending April 30, 1982.

The New Castle and Shenango Valley Railroad Company own the New Castle and Shenango Valley Railroad, and leases it to this company for a rental of 32 per cent. of the gross earnings of said road after deducting for the hire of equipment. Lease dated March 1, 1889, and is for a term of ninety-nine years.

The Youngstown and Austintown Railway Company owned the Youngstown and Austintown Railway, which is a branch diverging at Youngstown, Ohio, and running to coal mines, and is operated under a lease dated April 25, 1883, at a rental based on 6 per cent. of the valuation.

These several lines are sub-leased to the New York, Lake Erie and Western Railroad Company, and are included in the lease of this company's property, and leased lines to said company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ... $166,537.681 90		Capital stock, ...	$44,999,350 00
Cost of equipment, . 3.438 00		Funded debt, ...	121,482.173 25
	$166,541,119 90	Current liabilities, ...	490,616 19
Stocks of other companies owned, .	39,000 00	Accrued interest on funded debt not yet payable, ...	160.000 00
Other permanent investments, . . .	1,424,713 37	Special Fund for Additions, ... $1,190,634 65	
Cash and current assets, ...	1,611,614 20	Special Fund for Special Additions, . . . 115,739 76	
		Special Fund to pay for Sharon Railway Stock, ... 46,307 87	
		Special Fund for Contingent Liabilities. 173,182 74	
		Special Fund to meet payments on account of Capital, . 64,161 17	
			1,590,026 19
		Profit and loss, ...	894,281 84
Total, ...	$169,616,447 47	Total, ...	$169,616,447 47

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: April 25, 1893.

By what authority incorporated: Organized under the general laws of the State of New Jersey and the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Simon Borg, ...	15 Courtland street, N.Y.	Henry Sanford, ...	59 Broadway. N. Y.
Joseph W. Ogden, . . .	54 Wall street. N. Y.	Robert K. Dow, . . .	Claremont, N. H.
James M. Hartshorne.	18 Wall street, N. Y.	John I. Blair, ...	Blairstown, N. J.
Frank C. Lawrence, Jr.,	Bay Shore, N. Y.	Garret A. Hobart, . .	Paterson, N. J.
H. O. Armour, ...	New York, N. Y.	Horace W. Fuller, . .	139 Greenwich St., N.Y.
Alfred Sully, ...	80 Broadway. N. Y.	Roswell Eldridge, . .	Brooklyn, N. Y.
Charles Minzesheimer,	7 Wall street, N. Y.		

Date of last meeting of stockholders for election of directors: No stockholders' meeting has been held since the organization.

Postoffice address of general office: No. 15 Cortlandt street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Simon Borg, ...	15 Cortland St., N. Y.
Vice President, ...	Joseph W. Ogden, ...	15 Cortland St., N. Y.
Vice President, ...	John P. Rafferty, ...	15 Cortland St., N. Y.
Secretary, ...		
Treasurer, ...	Richard C. Shimeall, ...	15 Cortland St., N. Y.
Chief Engineer, ...	Joseph L. Rushing, ...	15 Cortland St., N. Y.
Gen'l Solicitor, Att'y, or Counsel, . . .	John W. Griggs, ...	Patterson. N. J.
Auditor, ...	Charles V. Ware, ...	15 Cortland St., N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
New York, Susquehanna and Western Railroad.	Jersey City, N. J.,	Gravel Place, Pa.,	101.30	7.30
New York, Susquehanna and Western Railroad.	Two Bridges, N. J.,	Unionville, N. Y.,	20.50	.....
New York, Susquehanna and Western Railroad.	Delaware, N. J.,	Columbia Junction, N. J.	3.10	.....
New York, Susquehanna and Western Railroad.	Patterson, N. J.,	Patterson City, N. J.,	.75	.....
New York, Susquehanna and Western Railroad.	Priceville, Pa.,	Winton, Pa.,	4.50	4.50
New York, Susquehanna and Western Railroad.	Winton, Pa.,	Tinglepaugh Breaker, Pa.	.90	.90
New York, Susquehanna and Western Railroad.	Spencer, Pa.,	Spencer Breaker, Pa.	.85	.85
New York, Susquehanna and Western Railroad.	Winton, Pa.,	Winton Breaker, Pa.,	1.90	1.90
New York, Susquehanna and Western Railroad.	Dnun, Pa.,	Dunn Breaker, Pa.,	.83	.83
New York, Susquehanna and Western Railroad.	Edgewater, N. J.,	Little Ferry, N. J.,	3.00	.....
Passaic and New York Railroad,	Passaic, N. J.,	Passaic Jc'n, N. J.,	3.00	.....
Lodi Branch,	Lodi, N. J.,	Lodi Junction, N. J.,	1.75	.....
Middletown, Unionville and Wake Gap Railroad.	Unionville, N. Y.,	Middletown, N. Y.,	13.90	.....
Macopiu Railroad,	Macopin Lake, N. J.,	Charlottsburg Junction, N. J.	1.50	.....
Pennsylvania Railroad,	West End, N. J.,	Jersey City, N.Y.,	2.50	.....
Total mileage operated,			160.28	16.28

GENERAL BALANCE SHEET.

DR.	1894.	CR.	1894.
Cost of road,	$30,738,370 69	Capital stock,	$26,000,000 00
Cost of equipment,	2,030,991 41	Funded debt,	11,386,000 00
Bonds of other companies owned,	511,030 00	Current liabilities,	1,327,532 56
Stocks of other companies owned,	4,320,856 00	Accrued interest on funded debt not yet payable,	123,689 57
aCsh and current assets,	1,117,385 05		
Sundries,	194,535 68	Profit and loss,	75,946 70
Total,	$38,913,168 83	Total,	$38,913,168 83

CONTRACTS, AGREEMENTS, ETC.

This company has entered into a traffic contract with the Wilkes-Barre and Easton Railroad Company for the operation of the Wilkes-Barre and Eastern Railroad.

All contracts existing at the time of the consolidation have been assumed by the consolidated company.

Said contracts are the same as reported for the year ending June 30, 1891. No changes of any kind having been made for the year ending June 30, 1894.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	5	.....
Number iron,	75	14

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: None, except from the operations of the company's road.

What station houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Pennsylvania Railroad Company at Jersey City and New York, and New York, Ontario and Western Railway Company at Middletown, N. Y.

NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 5, 1887.

By what authority incorporated: Commonwealth of Pennsylvania. An act to authorize the formation and regulation of railroad corporations, approved April 4, A. D. 1868, and the acts supplementary thereto.

Operated by the Valentine Iron Company, Bellefonte, Centre county, Pa.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jones Wister	257 S. Fourth street, Philadelphia	January 8, 1895.
Jno. S. Brown	Swarthmore, Delaware county, Pa.	do.
W. Rotch Wister	131 S. Fifth street, Philadelphia	do.
H. E. Young	316 Chestnut street, Philadelphia	do.
Sam'l Bispham	2213 Delancey place, Philadelphia	do.
J. A. McKee	424 Chestnut street, Philadelphia	do.
J. N. M. Shimer	4017 Baring street, Philadelphia	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.

Postoffice address of general office: No. 122 Walnut street, Philadelphia.

Postoffice address of operating company: Valentine Iron Company, Bellefonte, Centre county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Jones Wister	257 S. Fourth street, Philadelphia.
Secretary, Treasurer	M. W. Walsh	122 Walnut st., Phila.
General Manager	J. W. Gephart	Valentine Iron Co., Bellefonte, Centre county, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
The Nittany Valley Railroad Company.	Junction with Bellefonte, Nittany and Lemont Railroad.	Ore banks.	Valentine Iron Company.	4.75	4.75
	Sidings and other tracks.			.87	.87
	About two miles of tracks to rolling mill and blast furnace of Valentine Iron Company.			2.00	2.00
Total mileage,				7.62	7.62

An agreement between the Nittany Valley Railroad Company and the Central Iron Company for use of tracks in the yards of the Central Iron Company.

The Central Iron Company failed in the fall of 1890. Succeeded by the Valentine Iron Company in the spring of 1891, to whom the Nittany Valley Railroad Company leased their road May 1, 1891, for one year, at a rental of $7,500. The lease continued for one year from May, 1892, upon same conditions.

May 1893, the Nittany Valley Railroad Company leased road to the Valentine Iron Company for five (5) years at a rental of $8,250 per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$167,686 82	Capital stock,	$75,000 00
Cost of equipment,	14,573 83	Funded debt,	75,000 00
Cash and current assets,	1,211 49	Current liabilities,	12,100 00
		Profit and loss,	21,372 14
Total,	$183,472 14	Total,	$183,472 14

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 9 in.

NORTH BEND AND KETTLE CREEK RAILROAD COMPANY.

Date of organization: April 24, 1893.

By what authority incorporated: By general act of Assembly, entitled A supplement to an act to authorize the formation and regulation of railroad corporations, approved the 8th day of June, A. D. 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
Wm. Howard,	Williamsport,	Second Monday, January,	1895.
A. P. Perler,	Williamsport,	do.	do.
L. R. Gleason,	Canton, Pa.,	do.	do.
Chas. Gleason,	Driftwood, Pa.,	do.	do.
James Gleason,	Gleasonton, Pa.,	do.	do.
I. W. Gleason,	Gleasonton, Pa.,	do.	do.
F. A. Blackwell,	Gleasonton, Pa.,	do.	do.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Wm. Howard,	Williamsport, Pa.
Secretary,	I. W. Gleason,	Gleasonton, Pa.
Treasurer,	A. P. Perley,	Williamsport, Pa.
Gen'l Solicitor, Att'y or Counsel,	Johnson & McNarney,	Emporium, Pa.
General Manager,	F. A. Blackwell,	Gleasonton, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
North Bend & Kettle Creek Railroad Co,	North Bend, Pa.	Completed to Mixes,	11.24	11.24

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$102,617 20	Capital stock,	$75,000 00
Cost of equipment,	26,346 00	Current liabilities,	55,927 20
Cash and current assets,	1,964 00		
Total,	$130,927 20	Total,	$130,927 20

IMPORTANT CHANGES DURING THE YEAR.

About six and one-half miles of road put in operation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,		17
Trestles:		
Number,		1
Aggregate length (feet),		250

Gauge of track, 4 ft. 8 1-2 in.

NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.

By what authority incorporated: State of Maryland, special act, 1854, chapter 250. State of Pennsylvania, special act, 1854, No. 531; 1855, No. 543, and 1856, No. 198.

If a consolidated company, name the constituent companies: Baltimore and Susquehanna Railroad Company: State of Maryland, 1827, chapter 72; 1829, chapter 49; 1830, chapter 117; 1833, chapter 282; 1845, chapter 361; 1849, chapter 419; 1849, chapter 532; 1854, chapter 250; 1854, chapter 260.

York and Maryland Line Railroad Company: State of Pennsylvania, 1832, No. 78; 1832, No. 214; 1840, 227; 1854, 531.

York and Cumberland Railroad Company: State of Pennsylvania, 1846, No. 421; 1851, No. 272; 1851, No. 531.

Susquehanna Railroad Company: State of Pennsylvania, 1851, No. 337; 1852, No. 270; 1854, No. 369; 1854, No. 531.

Date of consolidation, December 9, 1854.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt.	Philadelphia.	Fourth Thursday in Feb., 1895.
J. N. Hutchinson.	Philadelphia.	do. do.
B. F. Newcomer.	Baltimore, Md.[3]	do. do.
John P. Green.	Philadelphia.	do. do.
Harry Walters.	Wilmington, N. C.,	do. do.
Henry James.	Baltimore, Md.,	do. do.
Louis W. Hall.	Harrisburg, Pa.,	do. do.
E. B. Parsons.	Lodus Point, N. Y.,	do. do.
J. D. Cameron.	Harrisburg, Pa.,	do. do.
Luther S. Bent.	Steelton, Pa.,	do. do.
Henry D. Welsh.	Philadelphia.	do. do.
N. Parker Shortridge.	Wynnewood, Montgomery county, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 22, 1894.
Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	George B. Roberts.	Philadelphia.
Vice President.	Frank Thomson.	Philadelphia.
Vice President.	John P. Green.	Philadelphia.
Vice President.	Charles E. Pugh.	Philadelphia.
Secretary.	Stephen W. White.	Philadelphia.
Treasurer.	A. W. Hendrix.	Baltimore, Md.
Chief Engineer.	Wm. H. Brown.	Philadelphia.
General Solicitor, Attorney or Counsel.	John Scott.	Philadelphia.
Auditor.	James P. Kerr.	Baltimore, Md.
General Manager.	S. M. Prevost.	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Northern Central Railway.	Baltimore, Md.,	Sunbury, Pa.,	136.82	101.20
Green Spring Branch.	Hollis, Md.,	Green Spring Junct.,	8.59	
Rockville Branch railroad.	Rockville, Pa.,	Dauphin, Pa.,	2.83	2.83
The Railroad of the Lykens Valley Railroad and Coal Company, Summit Branch Railroad Co., Lessee, Northern Central Railway Company operator.	Millersburg, Pa.,	Williamstown, Pa.,	19.70	19.70
Shamokin Valley and Pottsville railroad, including Lancaster branch.	Sunbury, Pa.,	Mt. Carmel, Pa.,	29.78	29.78
Elmira and Williamsport railroad.	Williamsport, Pa.,	Elmira, N. Y.,	75.50	69
Elmira and Lake Ontario railroad,	Chemung Junc., N. Y.,	Canandaigua, N. Y.,	64	
Branch.	Hanley, N. Y.,	Lodus Point,	31.18	
Branch.	Canandaigua, N. Y.,	Canandaigua Lake,	1.43	
Total mileage operated.			372.83	222.51

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,305,575 38	Capital stock,	$7,518,150 00
Cost of equipment,	5,316,960 48	Funded debt,	14,150,000 00
Bonds of other companies owned,	80,246 29	Current liabilities,	1,153,772 11
Stocks of other companies owned,	2,997,033 95	Accrued interest on funded debt not yet payable,	89,659 58
Cash and current assets,	2,059,904 86	Mortgages and ground rents payable,	319,829 95
Other assets:		Other liabilities,	1,100,779 57
Sundries,	355,573 81	Profit and loss,	1,783,103 56
Total,	$26,115,294 77	Total,	$26,115,294 77

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company.
United States Mails carried.
Sleeping and parlor cars furnished by Pullman's Palace Car Company.
Agreement with Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	37	27
Number iron,	108	59
Number wooden,	17	5
Trestles:		
Number,	1	1
Aggregate length (feet),	214	214
Tunnels:		
Number,	2	1
Maximum length (feet),	335	253
Minimum length (feet),	82	
Aggregate length of all tunnels (feet),	335	253
Telegraph:		
Miles of line owned by this company,	149.46	104.62
Miles of wire owned by this company,	450.36	313.22
Miles of line operated by this company,	368.84	220.10
Miles of wire operated by this company,	906.85	527.36

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire, Union, Green, Canada Southern, Anchor and Midland lines.

NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 4, 1870.
By what authority incorporated: State of Pennsylvania, general laws of April 4, 1868, and act of Assembly of May 21, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
A. J. Antelo,	Philadelphia.	I. Newton Evans,	Hatboro', Montgomery county, Pa.
James Boyd,	Norristown, Pa.		
Peter E. Hollis,	Philadelphia.	Samuel S. Thompson,	Philadelphia.
D. Jones,	Philadelphia.	Charles H. R. Tribels,	Philadelphia.
Theodore Voorhees,	Philadelphia.	Albert S. Paxson,	Holicong, Bucks co., Pa.
Isaac Warner, Jr.,	Hatboro', Montgomery county, Pa.	C. Watson Fell,	Holicong, Bucks co., Pa.
		Henry D. Paxson,	Philadelphia.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: No. 240 South Third street, Philadelphia.

Postoffice address of operating company: Philadelphia and Reading Railroad Company, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary and Treasurer,	John S. Wise,	do.
Chief Engineer,	H. K. Nichols,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
N. E. Pennsylvania Railroad Company.	Glenside, Pa.,	New Hope, Pa.,	25 60	25.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$716,505 31	Capital stock,	$400,000 00
Cash and current assets,	266,069 42	Funded debt,	400,000 00
Profit and loss,	357,121 72	Current liabilities,	534,699 45
		Accrued interest on funded debt not yet payable,	5,000 00
Total,	$1,339,699 45	Total,	$1,339,699 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	13	13
Number combination,	2	2
Trestles:		
Number,	5	5
Aggregate length (feet),	890	890
Telegraph:		
Miles of line operated by Pennsylvania Railroad and Pennsylvania Telegraph Company,	257	257
Miles of wire operated by Pennsylvania Railroad and Pennsylvania Telegraph Company,	37	37

Gauge of track, ... 4 ft. 8 1-2 in.

NORTH PENNSYLVANIA RAILROAD COMPANY.

Date of organization: April 8, 1852.

By what authority incorporated: State of Pennsylvania. April 8, 1852; January 25, 1853; March 29, 1853; June 20, 1853; April 17, 1854; May 8, 1854.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles A. Sparks	Philadelphia	January 14th, 1895.
Edwin H. Fitler	do.	do. do.
Thomas Cochran	do.	do. do.
John H. Michener	do.	do. do.
John R. Fell	do.	do. do.
Edward C. Knight, Jr.	do.	do. do.
Peter C. Hollis	do.	do. do.
Ario Pardee, Jr.	do.	do. do.
Henry P. McKean, Jr.	do.	do. do.
Herbert M. Howe	do.	do. do.
Edward Roberts, Jr.	do.	do. do.
J. Logan Fisher	do.	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice addres of general office: No. 240 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Philadelphia and Reading Railroad Company. Lessee, No. 227 Fourth street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas McKean	Philadelphia, Pa.
Secretary	John S. Wise	do. do.
Treasurer		
Cashier	David K. Fuller	do. do.
Gen'l Solicitor. Att'y, or Counsel	William Rotch Wister	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
North Pennsylvania Railroad Co.	Philadelphia, Willow St.	Bethlehem.	Philadelphia & Reading R. R. Co., Lessee.	55.60	55.60
North Pennsylvania Railroad Co.	Jenkintown.	Middle Delaware River.	Philadelphia & Reading R. R. Co., Lessee.	20.50	20.50
North Pennsylvania Railroad Co.	Lansdale.	Doylestown.	Philadelphia & Reading R. R. Co., Lessee.	10.30	10.30
Total mileage				86.40	86.40

On the 14th day of May, 1879, the railroad property and plant of the company was leased to the Philadelphia and Reading Railroad Company for 990 years from May 1, 1879, since which time the railroad has been operated by that company.

Terms.

The lessees to pay a yearly rent in four equal quarterly payments, equal to all the interest on the bonds of the company. Six per cent. upon the floating debt, and for the first and second years of said term six per cent., third and fourth years seven per cent. and during the fifth and succeeding years eight per cent upon the capital stock of the company.

Lessees to pay all taxes upon the capital stock, gross receipts, etc., as the same shall fall due, and also the yearly sum of $12,000, for defraying the expenses of maintaining the corporate organization of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$10,311,271 49	Capital stock	$4,720,750 00
Cost of equipment	1,750,935 65	Funded debt	7,200,000 00
Bonds of other companies owned	6,300 00	Ground rents and mortgages	458,128 54
Stocks of other companies owned	49,465 00	Current liabilities	210,678 81
Other permanent investments	25,265 26	Accrued interest on funded debt not yet payable	157,500 00
Cash and current assets	372,998 71	Profit and loss	94,592 57
Other assets	325,413 81		
Total	$12,841,649 92	Total	$12,841,649 92

NORTH AND WEST BRANCH RAILWAY COMPANY.

Date of organization: July 23, 1881.

By what authority incorporated: General law, April 8, 1861.

Operated by the Pennsylvania Railroad Company.

due, and also the yearly sum of $12,000, fro defraying the expenses of maintaining the corpo-

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
E. R. Buckalew	Bloomsburg, Pa.	April 23, 1895.
Henry W. Palmer	Wilkes-Barre, Pa.	do.
Charles Panish	Wilkes-Barre, Pa.	do.
N. P. Shortridge	Wynnewood, Pa.	do.
L. E. Waller	Bloomsburg, Pa.	do.
W. H. Barnes	Philadelphia.	do.
A. J. Cassatt	Philadelphia,	do.
John P. Green	Philadelphia.	do.
H. H. Houston	Philadelphia,	do.
Charles E. Pugh	Philadelphia,	do.
G. B. Roberts	Philadelphia,	do.
Henry D. Welsh	Philadelphia.	do.

Date of last meeting of stockholders for election of directors: April 24, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia, Pa.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Samuel Rea	Philadelphia.
Secretary	Albert Hewson	do.
Treasurer	Taber Ashton	do.
Real Estate Agent	John C. Wilson	do.
Conveyancer	Geo. W. I. Ball	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
North and West Branch Railway.	Catawissa...	Wilkes-Barre,	Pennsylvania Railroad Company.	43.13	43.13
	Branch, . . .	Branch, . . .	. . . . .	4.69	4.69
Total mileage, ...	. . . . .	. . . . .	. . . . .	47.82	47.82

Agreement dated November 23, 1881, by which the Pennsylvania Railroad Company is to operate the road for cost, paying the net earnings to the North West Branch Railway Company until September 1, 1901.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$3,301,797 05	Capital stock, ...	$1,500,000 00
Cash and current assets, ...	635,207 81	Funded debt, ...	1,500,000 00
		Current liabilities, ...	928 50
		Profit and loss, ...	936,076 36
Total, ...	$3,937,004 86	Total, ...	$3,937,004 86

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone.	3	3
Number iron.	8	8
Number wooden, ...	13	13
Trestles:		
Number, ...	7	7
Aggregate length (feet), ...	1,418	1,418
Telegraph:		
Miles of line owned by this company.	42.69	42.69
Miles of wire owned by this company, ...	147.08	147.08
Miles of line operated by the Pennsylvania Railroad Company, ...	42.69	42.69
Miles of wire operated by the Pennsylvania Railroad Company, ...	147.08	147.08

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9in.

OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Date of organization: May 10, 1881.
By what authority incorporated: State of Pennsylvania, act April 4, 1868.
Operated by the Baltimore and Ohio Railroa. Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
W. W. Smith	Washington, Pa.,	First Monday June, 1895.	
Wm. Workman	Washington, Pa.,	do.	do.
T. M. Bayne	Pittsburgh,	do.	do.
Emil Winter	Pittsburgh,	do.	do.
J. F. Legge	Shepherdstown, W. Va.,	do.	do.
J. Frank Supplee	Baltimore, Md.	do.	do.

Date of last meeting of stockholders for election of directors: June 4, 1894.
Postoffice address of general office. Pittsburgh, Pa.
Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	J. B. Washington	Pittsburgh.
Secretary	A. W. Black	Pittsburgh.
Treasurer	W. H. Ijams	Baltimore, Md.
Auditor	W. T. Thelin	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS From—	TERMINALS To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Ohio and Baltimore Short Line Railway Company.	Morrell Junction, Pa.	Elm Siding, Pa.	Baltimore and Ohio Railroad Company.	6.80	6.80
	Ohio and Baltimore Short Line Junction, Pa.	Morrell Junction, Pa.	Baltimore and Ohio Railroad Company.	1.20	1.20
	Leisenring, Pa.	Trotters, Pa.	Baltimore and Ohio Railroad Company.	1.30	1.30
Total mileage,				9.30	9.30

Operated by Baltimore and Ohio Railroad Company by reason of ownership of majority of its stock from May 10, 1881.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$1,542,620 08	Capital stock	$290,000 00
Profit and loss	344,320 00	Funded debt	500,000 00
		Current liabilities	1,096,940 08
Total	$1,886,940 08	Total	$1,886,940 08

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	3	3
Number wooden,	3	3
Trestles:		
Number,	3	3
Aggregate length (feet),	735	735
Gauge of track,	4 ft, 8 3-4 in.	

PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY OPERATING THE OHIO CONNECTING RAILWAY.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Ohio Connecting railway,	Junction with Pittsburg, Cincinnati, Chicago & St. Louis railway two miles west of Birmingham, Pa.	Junction with Pittsburg, Fort Wayne and Chicago railway at Oerner station, Allegheny City, Pa.	2.75	2.75
Sheridan Branch,	Junction with Pittsburg, Cincinnati, Chicago & St. Louis railway two and one-half miles west of Birmingham, Pa.	Junction with main line Ohio Connecting railway.	.52	.52
Total mileage operated,			3.27	3.27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Number wooden,	1	1
Trestles:		
Number,	5	5
Aggregate length (feet),	2,789	2,789
Telegraph:		
Miles of line operated by this company,	.7	.7
Miles of wire operated by this company,	5.5	5.5
Gauge of track,	4 ft. 9 in.	

OHIO CONNECTING RAILWAY COMPANY.

Date of organization: November 22, 1886.
By what authority incorporated: Act of April 4, 1868; supplement June 8, 1874.
Operated by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson	Pittsburgh	February 5th, 1895.
J. J. Brooks	Pittsburgh	do. do.
L. L. Gilbert	Pittsburgh	do. do.
John W. Reimer	Pittsburgh	do. do.
J. T. Brooks	Pittsburgh	do. do.
A. McElevey	Pittsburgh	do. do.

Date of last meeting of stockholders for election of directors: February 6, 1894.
Postoffice address of general office: Pittsburgh, Penn'a.
Postoffice address of operating company: Pittsburgh, Penn'a.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	James McCrea	Pittsburgh, Penna.
Vice President	Jno. E. Davidson	do. do.
Secretary	S. B. Liggett	do. do.
Treasurer	T. H. B. McKnight	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Ohio Connecting Railway.	Pittsburgh, Cincinnati, Chicago & St. Louis Railway near Pittsburgh.	Pittsburgh, Ft. Wayne & Chicago Railway, Allegheny, Pa.	Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company.	3.27	3.27

Under provisional arrangment made with the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, that company operates and maintains the road of the Ohio Connecting Railway Company for cost of such service.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,322,573 83	Capital stock,	$660,000 00
Cash and current assets,	60,352 44	Funded debt,	660,000 00
		Current liabilities,	48,859 96
		Profit and loss,	14,066 31
Total,	$1,382,926 27	Total,	$1,382,926 27

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Telegraph:		
Miles of line owned by this company,		.75
Miles of wire owned by this company,		3.01
Miles of line operated by Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company,		.75
Miles of wire operated by Pittsburgh, Cincinnati, Chicago & St. Louis Railway Company,		3.01

Gauge of track, ... 4 ft. 9 in.

OLEAN, BRADFORD AND WARREN RAILROAD COMPANY.

Date of organization: September 29, 1877.

By what authority incorporated: Organized under the act of General Assembly of Pennsylvania, approved April 4, 1868 (P. L. 62), entitled "An act to authorize the formation and regulation of railroad corporations," and the various supplements thereto.

Operated by the Western New York and Pennsylvania Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	104 South Fifth street, Philadelphia,	January 14, 1895.
N. Thouron,	433 Chestnut street, Philadelphia,	do.
G. E. Bartol,	139 South Front street, Philadelphia,	do.
J. K. Barclay,	407 Locust street, Philadelphia,	do.
J. Bundle Smith,	109 South Third street, Philadelphia,	do.
W. C. Bullitt,	Bullitt Building, Philadelphia,	do.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 9, 1893.

Postoffice address of general office: No. 84 Exchange street, Buffalo, N. Y.

Postoffice address of operating Company: Western New York and Pennsylvania Railroad

Postoffice address of operating company: Western New York and Pennsylvania Railroad Company.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. De Coursey,	Philadelphia.
Vice President,	N. Thouron,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Olean, Bradford and Warren Railway Company.	State Line,	Bradford,	Western New York and Penn'a railroad Co.,	10.11	11.11

Lease dated, executed and acknowledged December 8, 1881, to the Buffalo, New York and Philadelphia Railway Company, of all and singular the railway of the Olean, Bradford and Warren Railway Company, of Pennsylvania.

Recorded in McKean county February 16, 1882, in mortgage book, Volume "M," page 279; also July 21, 1882, in deed book, Volume 16, page 121, and in Warren county March 10, 1883, in deed book No. 20, page 665, nine hundred and ninety-nine years from December 8, 1881.

This road is leased to the Western New York and Pennsylvania Railroad Company, and its operations are included in the report of that company, to which you are respectfully referred.

OREGON AND TEXAS RAILWAY COMPANY.

Date of organization: June 18, 1892.

By what authority incorporated: Articles of association of the State of Pennsylvania, act of April 4, 1868, and supplements.

Operated by the Oregon and Texas Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. E. Titman,	Shenandoah, Pa.,	August 17, 1894.
J. A. Titman,	Shenandoah, Pa.,	do.
S. G. M. Hallopeter,	Shenandoah, Pa.,	do.
G. G. Clauser,	Shenandoah Pa.,	do.
Daniel Shepp,	Tamaqua, Pa.,	do.
E. M. Shepp,	Tamaqua, Pa.,	do.
Jno. G. Reading, Jr.,	Williamsport, Pa.,	do.
H. J. Hallopeter,	Shenandoah, Pa.,	do.

Date of last meeting of stockholders for election of directors: August 17, 1893.

Postoffice address of general office: Shenandoah, Pa.

Postoffice address of operating company: Cammal, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Chairman of the Board,	C. E. Titman,	Shenandoah, Pa.
President,	Daniel Shepp,	Tamaqua, Pa.
Vice President,	S. G. Hallopeter,	Shenandoah, Pa.
Secretary,	Daniel Shepp,	Tamaqua, Pa.
Treasurer,	S. G. M. Hallopeter,	Shenandoah, Pa.
General Solicitor, Attorney or Counsel,	H. H. Zulick,	Shenandoah, Pa.
Auditor,	C. E. Titman,	Shenandoah, Pa.
General Manager,		

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Oregon and Texas Railway Company.	Cammal Pa.,	Silver Springs, Pa.,	8	8

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$41,529 85	Capital stock,	$26,000 00
Cost of equipment,	5,950 00	Funded debt,	13,000 00
Profit and loss,	4,504 05	Profit and loss,	12,983 90
Total,	$51,983 90	Total,	$51,983 90

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Trestles:		
Aggregate length,	374	374
Gauge of track,	4 ft. 8 in.	

PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847, act of incorporation, was approved April 13, 1846. Letters patent issued February 15, 1847. First election for directors held March 30, 1847.

By what authority incorporated: Pennsylvania Railroad Company, organized under laws of State of Pennsylvania. Act of incorporation approved April 13, 1846. See (P. L. page 112) acts supplementary thereto, or amendatory thereof, have also been approved as follows:

April 13, 1846 (P. L., 326); March 17, 1848 (P. L., 273); March 20, 1849 (P. L. page 196;) April 5, 1849 (P. L., page 341); April 5, 1849 (P. L., page 360); April 2, 1850 (P. L., page 103); April 3, 1850 (P. L., page 373); April 26, 1850 (P. L., page 583); April 12, 1851 (P. L., page 518); April

29, 1852, P. L., page 639); April 23, 1852, P. L., page 394); May 1, 1852, P. L., page 508); May 6, 1852 (P. L., page 616); March 3, 1853 (P. L., page 137); May 13, 1853 (P. L., page 219); May 11, 1853 (P. L., page 672); May 20, 1853 (P. L., page 677); February 16, 1854 (P. L., page 72); February 17, 1854 (P. L., page 76); April 18, 1854 (P. L., page 385); April 19, 1854 (P. L., page 392); April 21, 1854 (P. L., page 453); April 6, 1855 (P. L., page 196); May 2, 1855 (P. L., page 409); May 2, 1855 (P. L., page 412); May 7, 1855 (P. L., page 459); February 7, 1856 (P. L.,page 33); April 18, 1850, (P. L., page 447); April 22, 1856 (P. L., page 526); May 13, 1856, (P. L., page 554); April 1, 1857 (P. L., page 209); May 16, 1857 (P. L., page 519); May 16, 1857 (P. L., page 539); May 20, 1857 (P. L., page 598); May 20, 1857 (P. L., page 599); May 21, 1857 (P. L., page 619); March 19, 1858 (P. L., page 136); April 1, 1858 (P. L., page 197); January 4, 1859 (P. L., page 827); April 11, 1859 (P.L., page 512); April 15, 1859 (P. L., page 679); March 19 1860 (P. L., page 175); March 30 1860 (P. L., page 365); March 30, 1860 (P. L., page 379); April 5, 1860 (P. L., page 667); March 7, 1861 (P. L., page 88); March 16, 1863 (P. L., page 132); April 1, 1863 (P. L., page 194); April 18, 1863 (P. L., page 512); April 28, 1864 (P. L., page 514); April 23, 1864 (P. L., page 535); April 27, 1864 (P. L., page 615); April 27, 1864 (P. L., page 634); April 28, 1864 (P. L., page 650); July 7, 1861 (P. L., page 951); August 10, 1864 (P. L., page 1035); August 12, 1864 (P. L., page 963); March 21, 1865 (P. L., page 466); March 23, 1865 (P. L., page 584); March 23, 1865 (P. L., page 643); April 4, 1866 (P. L., page 819); March 21, 1866 (P. L., page 263); April 11, 1866 (P. L., page 798); March 22, 1867 (P. L., page 528); April 10, 1867 (P. L., page 993); April 4, 1868 (P. L. page 58); December 29, 1869 (P. L. page 1374); April 6, 1870 (P. L., page 1008); February 17, 1871 P. L., page 55); March 8, 1871 (P. L., page 188); March 8, 1871 (P. L., page 189); March 8, 1871 (P. L., page 190); March 25, 1871 (P. L., page 451); March 6, 1872 (P. L., page 220); March 7, 1872 (P. L., page 259); February 18, 1873 (P. L., page 116); March 12, 1873 (P. L., page 253); June 6, 1873 (P. L., page 415).

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Broad Street Station, Philadelphia,	March 26, 1895.
Alexander M Fox,	1415 North Broad street, Philadelphia,	do.
Alexander Biddle,	1307 Walnut street, Philadelphia,	do.
N. Parker Shortridge,	Wynnewood, Montgomery county, Pa.,	do.
Henry D. Welsh,	Wissahicken Heights, Chestnut Hill, Philadelphia,	do.
William L. Elkins	425 Walnut street, Philadelphia,	do.
H. H. Houston,	308 Walnut street, Philadelphia,	do.
A. J. Cassatt,	Haverford, Montgomery county, Pa.,	do.
C. A. Griscom,	305 Walnut street, Philadelphia,	do.
B. B. Comegys,	Philadelphia National Bank,	do.
Amos R. Little,	Girard National Bank, Philadelphia,	do.
William H. Barnes,	Broad Street Station, Philadelphia,	do.
George Wood,	626 Chestnut street, Philadelphia,	do.
Frank Thompson,	Broad Street Station, Philadelphia,	do.
John P. Green,	Broad Street Station, Philadelphia,	do.
Charles E. Pugh,	Broad Street Station, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 27, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Broad Street Station, Phila.
Assistant to the President,	Samuel Rea,	Broad Street Station, Phila.
First Vice President,	Frank Thomson,	Broad Street Station, Phila.
Second Vice President,	Jno. P. Green,	Broad Street Station, Phila.
Third Vice President,	Chas. E. Pugh.	Broad Street Station, Phila.
Secretary,	J. O. Sims,	Broad Street Station, Phila.
Assistant Secretary,	D. S. Newhall,	Broad Street Station, Phila.
Treasurer,	Robt W. Smith.	Broad Street Station, Phila.
Assistant Treasurer,	Geo. E. Peabody,	Broad Street Station, Phila.
Assistant to the Treasurer,	P. Frank Hunter,	Broad Street Station, Phila.
Cashier,	Benj. F. Hunter,	Broad Street Station, Phila.
Chief Engineer,	Wm. H. Brown,	Broad Street Station, Phila.
Engineer Maintenance of Way,	J. F. Richards,	Broad Street Station, Phila.
General Solicitor, Attorney or Counsel.	John Scott,	Broad Street Station, Phila.
Assistant General Solicitor, Attorney or Counsel,	James A. Logan,	Broad Street Station, Phila.
Chief of Motive Power.	Theo. N. Ely,	Broad Street Station, Phila.
Comptroller,	R. W. Downing,	Broad Street Station, Phila.
Assistant Comptroller,	M. Riebenack,	Broad Street Station, Phila.
General Manager,	S. M. Prevost,	Broad Street Station, Phila.
General Superintendent of Transportation,	J. B. Hutchinson,	Broad Street Station, Phila.
General Passenger Agent,	Jas. P Wood.	Broad Street Station, Phila.
Assistant General Passenger Agent,	Geo. W. Boyd,	Broad Street Station, Phila.
General Freight Agent,	W. H. Joyce,	Broad Street Station, Phila.
Assistant General Freight Agent.	C. A. Chipley,	Broad Street Station, Phila.
General Superintendent Pennsylvania Railroad Division,	F. L. Sheppard,	Altoona, Pa.
General Superintendent Union Railroad Division,	F. Wolcott Jackson,	Jersey City, N. J.
General Superintendent Philadelphia and Erie Division.	Robt. Neilson.	Williamsport, Pa.
Coal Freight Agent,	J. G. Searles,	Broad Street Station, Phila.
General Baggage Agent,	F. J. McWade,	Broad Street Station, Phila.
Purchasing Agent,	A. W. Sumner,	Broad Street Station, Phila.
Real Estate Agent,	John C. Wilson,	Broad Street Station, Phila.
Chief Conveyancer,	Geo. W. I. Ball,	Broad Street Station, Phila.
Superintendent Insurance Department,	Hugh B. Ely,	Broad Street Station, Phila.
Superintendent Employes' Saving Fund,	D. J. Newhall,	Broad Street Station, Phila.
Manager Empire Line.	Geo. M. Ball,	Broad Street Station, Phila.
Manager Union Line,	D. S. Gray,	Columbus, Ohio.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
1. Main Line Owned:				
Filbert Street Extension.	Philadelphia, Broad Street Station.	West Philadelphia. .	.97	.97
Philadelphia and Columbia Railroad.	West Philadelphia. .	Columbia, Pa., ...	80.15	80.15
Pennsylvania Railroad, ...	Harrisburg, ...	Pittsburgh, ...	248.54	248.54
Total No. 1, ...	. . . . .	. . . . .	329.66	329.66
2. Branch Line Owned:				
Delaware Extension.	In Philadelphia, . . .	. . . . .	7.84	7.84
Swanson Street Branch, ...	In Philadelphia. . . .	. . . . .	1.22	1.22
Girard Point Branch, ...	In Philadelphia, . . .	. . . . .	2.06	2.06
Schuylkill River Branch, ...	In Philadelphia, . . .	. . . . .	1.70	1.70
Fifty-second Street Branch, ...	In Philadelphia. . . .	. . . . .	.14	.14
Frazer Branch.	Frazer, Pa., ...	Zermatt, Pa., ...	1.60	1.60
Trenton Cut-off.	Glen Lock, Pa.	Morrisville, Pa. . . .	45.64	45.64
Lancaster Cut-off.	At Lancaster, Pa., . .	. . . . .	2.42	2.42
Columbia Bridge.	Columbia, Pa., ...	Wrightsville, Pa. . . .	1.11	1.11
York Branch.	Wrightsville, Pa., . .	York, Pa., ...	11.77	11.77
Tyrone Branch.	Tyrone, Pa., ...	Vail, Pa., ...	3.15	3.15
Hollidaysburg Branch.	Altoona, Pa., ...	Hollidaysburg, Pa., . .	9.60	9.60
New Portage Railroad, ...	Junction Hollidaysburg Branch.	Terminals.	.82	.82
Morrison's Cove Branch.	Hollidaysburg, Pa., .	Henrietta, Pa.	18.90	18.90
Martinsburg Branch.	Martinsburg Junction, Pa.	Martinsburg, Pa., . .	.70	.70
Bloomfield Branch.	Roaring Spring, Pa., .	Ore Hill, Pa., ...	3.00	3.00
Williamsburg Branch.	Williamsburg Junction, Pa.	Mount Etna, Pa., . .	19.30	19.30
Springfield Branch.	Springfield Junction, Pa.	Oreminea, Pa., ...	8.20	8.20
Lilly Branch.	Lilly, Pa., ...	Coal Mines, Pa., . . .	2.12	2.12
Ben's Creek Branch.	Ben's Creek, Pa., . .	Coal Mines, Pa	1.61	1.61
Martin's Branch.	Near Portage, Pa., . .	Coal Tipple, Pa., . . .	3.63	3.63
Wilmore Branch, ...	Near Ben's Creek, Pa.,	Near Summer Hill, Pa.	.67	.67
Summerhill Branch, ...	Summerhill, Pa., . .	South Fork, Pa., . . .	2.03	2.03
Alexandria Branch.	Donohne, Pa., ...	Crab Tree, Pa., . . .	4.55	4.55
Bush Creek Branch, ...	Jeannette, Pa,, ...	Terminus, Pa., ...	.54	.54
Ball Run Branch.	Jeannette, Pa.	Terminus, Pa., ...	.67	.67
Turtle Creek Valley Branch. . . .	Stewart, Pa., ...	Export, Pa., ...	10.88	10.88
Lyon's Run Branch.	Saunner's Station, Pa.,	Terminals, Pa., . . .	3.87	3.87
Wilmerding Branch.	Brinton, Pa.	Near Wilmerding, Pa.,	2.02	2.02
Manor Branch, ...	Manor, Pa., ...	Claridge, Pa., ...	4.30	4.30
Indiana Branch.	Blairsville, Pa., . . .	Indiana, Pa., ...	18.91	18.91
Tearing Run Branch.	Tearing Run Junction, Pa.	Terminus, Pa., ...	.96	.96
Homer and Cherry Tree Branch, . .	Homer and Cherry Tree Junction, Pa.	Terminus, Pa., ...	.45	.45
Port Perry, ...	Near Brinton, Pa., . .	Thomson, Pa.	1.32	1.32
Total No. 2, ...	. . . . .	. . . . .	197.70	197.70
3. Line Operated under Lease, Contract, etc.				
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	Dillerville, Pa., . . . Columbia, Pa., ...	Harrisburg, ... Branch Intersection, Pa.	53.74	53.74
West Chester Railroad.	Zermatt, Pa., ...	West Chester, Pa., . .	5.22	5.22
Tyrone and Clearfield Railway, . . .	Vail, Pa., ...	Curwensville and Branches, Pa.	132.87	132.87
United New Jersey Railroad and Canal Company's Lines.	Trenton, N. J., ... Camden, N. J., . . .	Jersey City, N. J. / South Amboy, Pa. } Branches.	144.83	. . . . .
Hudson River Ferries.	Jersey City, N. J., . .	New York, N. Y., . .	1.00	. . . . .
Trenton Delaware Bridge, ...	Morrisville, Pa., . . .	Trenton, N. J., ...	.19	. . . . .
Philadelphia and Trenton Railroad,	Kensington, Pa., . . .	Morrisville Point and Branches.	27.12	27.12
Connecting Railway, ...	Mantua, Philadelphia.	Frankford Junction, Pa.	6.75	6.75
Kensington and Tacony Railroad, . .	In Philadelphia, . . .	. . . . .	5.13	5.13
River Front Railroad, ...	In Philadelphia. . . .	. . . . .	3.86	3.86
New York Bay, ...	Near Waverly, N. J., .	Crossing Central Railroad of N. J.	9.20	. . . . .
Rocky Hill Railroad.	Kingston, Pa., ...	Rocky Hill, N. J., . .	2.38	. . . . .
Camden and Burlington County Railway.	Camden, N. J. . . .	Pemberton, N. J., and Branches.	29.61	. . . . .

PROPERTY OPERATED—CONTINUED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Vincentown Branch Railroad,	Ewansville, N. J.,	Vincentown, N. J.,	2.84	
Mt. Holly, Lamberton and Medford Railroad.	Mt. Holly, N. J.,	Medford, N. J.,	5.95	
Pennsylvania and Schuylkill Valley Railroad.	West Philadelphia,	New Boston Junction, Pa., and Branches.	130.22	130.22
Downington and Lancaster Railroad,	Downingtown, Pa.,	Conestoga, Pa.,	37.98	37.98
Pomeroy and Newark Railroad,	Pomeroy, Pa.,	Newark, Del.,	26.70	21.66
Columbia and Port Deposit Railway,	Columbia, Pa.,	Perryville, Md.,	43.53	28.97
Hanover and York Railroad,	Hanover, Pa.,	Pennsylvania and Maryland State Line.	27.65	27.65
Frederick and Pennsylvania Line Railroad.	Pennsylvania and Maryland State Line.	Frederick, Md.,	28.00	
Mifflin and Centre County Railroad,	Lewistown Junction, Pa.	Milford, Pa.,	12.31	12.31
Sunbury and Lewistown Railway,	Lewistown Borough, Pa.	Selinsgrove Junction, Pa.	43.45	43.45
Bedford and Bridgeport Railway,	Mt. Dallas, Pa.,	Pennsylvania and Maryland State Line and Branches.	49.17	49.17
Lewisburg and Tyrone Railroad,	Tyrone, Pa., / Montandon, Pa.,	Fairbrook, Pa., and Branches. / Near Lemont, Pa.,	85.08	85.08
Bald Eagle Valley Railroad,	Vail, Pa.,	Lock Haven, Pa.,	90.08	90.08
Tipton Railroad,	Tipton, Pa.,	Coal Mines, Pa.,	4.44	4.44
Cambria and Clearfield Railroad,	Cresson Junction, Pa.,	Glen Campbell, Pa., and Branches.	97.62	97.62
Cresson and Clearfield County and New York Short Route Railroad.	Cresson, Pa.,	Irvona, Pa., and Branches.	28.69	28.69
South Fork Railroad,	South Fork, Pa.,	End of Track, Pa.,	8.12	8.12
Western Pennsylvania Railroad,	Bolivar, Pa.,	Allegheny City, Pa., and Branches.	120.38	120.38
Southwest Pennsylvania Railway,	Near Greensburg, Pa.,	Fairbrook, Pa., and Branches.	111.87	111.87
Pittsburgh, Virginia and Charleston Railway.	Pittsburgh South Side,	West Brownsdale, Pa., and Branches.	73.71	73.71
McKeesport and Bessemer Railroad,	Near Cochran, Pa.,	National Tube Works, Pa.	1.52	1.52
Perth Amboy and Woodbridge Railroad.	Rahway, N. J.,	Perth Amboy, N. J.,	6.40	
Millstone and New Brunswick Railroad.	New Brunswick, N. J.,	East Millstone, N. J.,	6.64	
Belvidere Delaware Railroad,	Trenton, N. J.,	Manunka Chunk and Branches, N. J.	79.04	
Enterprise Railroad, Martin's Creek Railway of New Jersey, Martin's Creek Railway of Pennsylvania, Belvidere Delaware Railroad. (Operations included with)	Coalport, N. J.,	East Trenton, N. J.,	1.26	
	Middle Delaware River.	Near Martin's Creek, N. J.	.14	
	Middle Delaware River.	Junction Bangor and Portland Railroad.	.15	.15
Bustleton Railroad,	Holmesburg Junction and Ohio.	Bustleton, Philadelphia.	4.16	4.16
Philadelphia, Germantown and Chestnut Hill Railroad.	Germantown Junction, Philadelphia.	Chestnut Hill and Branch, Pa.	13.87	13.87
Freehold and Jamesburg Railroad.	Jamesburg, N. J.,	Seagirt, N. J.,	27.54	
Columbus, Kintora and Springfield Railroad.	Kintora, N. J.,	New Lisbon, N. J.,	14.16	
Philadelphia and Long Branch Railroad.	Birmingham, N. J.,	Bay Head Junction, N. J., and Branches.	49.09	
Philadelphia and Beach Haven Railroad.	Manahawken, N. J.,	Beach Haven, N. J., and Branches.	12.09	
Engleside Railroad,	Junction Connecting Railway, Philadelphia.	Terminus in Philadelphia.	.17	.17
Philadelphia and Erie Railroad,	Sunbury, Pa.,	Erie, Pa.,	287.56	287.56
Sunbury, Hazleton and Wilkes-Barre Railway.	Sunbury, Pa.,	Tomhicken, Pa.,	43.44	43.44
North and West Branch Railway,	Catawissa, Pa.,	Wilkes-Barre and Branches, Pa.	47.82	47.82
Nescopec Railroad,	Rock Glen Junction, Pa.	Nescopec, Pa.,	11.96	11.96
Susquehanna and Clearfield Railroad.	Keating, Pa.,	Karthaus, Pa., and Branches.	24.89	24.89
Ridgway and Clearfield Railway,	Ridgway, Pa.,	Falls Creek, Pa.,	27.23	27.23
Johnsonburg Railroad,	Johnsonburg, Pa.,	Clermont, Pa.,	19.69	19.69
			2,128.51	1,688.55
Total mileage operated,			2,655.87	2,215.91

CAPITAL STOCK.

DESCRIPTION.	PAR VALUE OF SHARES.	TOTAL AMOUNT AUTHORIZED BY LAW.	AMOUNT OUTSTANDING.	DIVIDENDS DECLARED DURING YEAR ENDING JUNE 30, 1892.	
				Rate.	Amount.
Capital Stock: Common,	$50 00	$151,700,000 00	$129,294,400 00	November, 1893. 2½ per cent. on $129,245,800 00.	$3,231,145 00
Preferred,				May, 1894, 2½ per cent. on $129,289,000.	$3,232,225 00
Total,	$50 00	$151,700,000 00	$129,294,400 00		$6,463,370 00

MANNER OF PAYMENT FOR CAPITAL STOCK.	NUMBER OF SHARES.	TOTAL CASH REALIZED.
Issued for cash: Common,	2,585,888	$129,294,400 00

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		AMOUNT OF AUTHORIZED ISSUE.	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.			
	Date of Issue.	When Due.				Rate.	When Payable.	Amount Accrued During Year.	Amount Paid During Year.
						Per cent.			
General mortgage bonds,			$35,000,000 00						
Sterling coupon,	1870	1910		$13,490,760 00	$13,488,820 00	6	January and July,	$809,329 20	$809,940 30
Dollar coupon,	1870	1910		2,000,000 00	2,000,000 00	6	January and July,	120,000 00	116,760 00
Dollar registered,	1870	1910		4,509,000 00	4,509,000 00	6	April and October,	270,540 00	269,910 00
				$19,999,760 00	$19,997,820 00			$1,199,869 20	$1,196,610 30
Consolidated mortgage bonds,			100,000,000 00						
Sterling coupon,	1873	1905		24,250,000 00	22,762,020 00	6	January and July,	1,365,721 20	1,364,673 60
Dollar coupon,	1873	1905		3,000,000 00	2,757,000 00	6	June and December,	165,420 00	164,370 00
Dollar registered,	1873	1905		2,000,000 00	1,961,000 00	6	March and June, September and December.	117,660 00	118,725 00
Dollar registered,	1879	1919		3,500,000 00	3,498,000 00	5	March and June, September and December.	174,900 00	174,187 50
Dollar coupon,	1879	1919		1,500,000 00	1,500,000 00	5	March and September,	75,000 00	74,600 00
Dollar coupon,	1893	1943		3,000,000 00	3,000,000 00	4	May and November,	120,000 00	112,940 00
				$37,250,000 00	$35,478,000 00			$2,018,701 20	$2,009,496 10
Navy yard mortgage registered bonds.	1876	1901	1,000,000 00	1,000,000 00	1,000,000 00	5	January and July,	50,000 00	48,750 00
Philadelphia, Wilmington and Baltimore Railroad stock trust certificates.	1881	1921	10,000,000 00	10,000,000 00	7,702,000 00	4	January and July,	313,940 00	313,940 00
Collateral trust loan,	1883	1913	10,000,000 00	10,000,000 00	9,900,000 00	4½	June and December,	445,500 00	445,500 00
Equipment trust bonds,	1889	1914	3,000,000 00	3,000,000 00	2,728,000 00	4	March and September.*	57,395 00	57,395 00
Real estate coupon and registered bonds.	1893	1923	2,000,000 00	1,900,000 00	1,900,000 00	4	May and November,	67,750 00	66,940 00
Real estate mortgages and ground rents.	Various,	Various,	Not applicable,	3,919,534 05	3,919,534 05	4-6	Various,	128,533 23	128,533 23
Total,			$161,000,000 00	$87,069,294 05	$82,625,374 05			$4,281,688 63	$4,267,164 63

* The actual amount of interest accrued and paid on the equipment trust bonds was $109,720.00, of which amount the sum of $57,395.00 is paid by the Pennsylvania Railroad lines east of Pittsburgh and $52,325.00 by the Pennsylvania Railroad lines west of Pittsburgh, a portion of the equipment covered by the loan being assigned to the Western Lines.

FUNDED DEBT—CONTINUED.

SERIES OR OTHER DESIGNATION.	DATE OF ISSUE.	TERM.	NUMBER OF PAYMENTS.	EQUIPMENT COVERED						EXPLANATORY REMARKS
				Box.	Stock	Refrigerator.	Gondola.	Flat.	Total.	
Pennsylvania Car Trust Series F.	Aug. 1, 1883. . . .	10 years.	10	1,322	50	. . . .	552	. . .	1,924	Paid off July 31, 1883.
Pennsylvania Car Trust Series G.	Sept. 1, 1883. . . .	10 years.	10	1,250	350	. . . .	326	. . . .	1,926	Paid off August 31, 1893.
Pennsylvania Car Trust Series H.	June 1, 1884. . . .	10 years.	10	. . .	. . . .	500	1,200	. . . .	1,700	Paid off May 31, 1894.
Pennsylvania Car Trust Series I.	Dec. 1, 1884. . . .	10 years.	10	. . .	. . . .	. . . .	1,152	. . . .	1,152	These obligations are issued by the Car Trust Associations, and therefore, do not appear on the books of the Pennsylvania Railroad Company as part of its Funded Debt. The Pennsylvania Railroad Company leases the cars from the trustees of the Car Trust Associations at a yearly rental which is sufficient to pay one-tenth of the principal, the interest on the outstanding stock and the expenses of the trust.
Pennsylvania Equipment Trust Series A, . . .	Feb. 1, 1887. . . .	10 years.	10	266	. . . .	. . . .	2,100	150	2,516	
Pennsylvania Equipment Trust Series B, . . .	Nov. 1, 1886. . . .	10 years.	10	1,000	. . . .	. . . .	1,200	. . . .	2,200	
Pennsylvania Equipment Trust Series C, . . .	Feb. 1, 1887. . . .	10 years.	10	. . .	. . . .	. . . .	2,256	. . . .	2,256	
Pennsylvania Equipment Trust Series D, . . .	Aug. 1, 1887. . . .	10 years.	10	1,250	. . . .	. . . .	376	250	1,876	
Pennsylvania Equipment Trust Series E, . . .	May 1, 1887. . . .	10 years.	10	. . .	. . . .	. . . .	1,986	. . . .	1,986	
Pennsylvania Equipment Trust Series F, . . .	Feb. 1, 1888. . . .	10 years.	10	350	. . . .	50	1,585	. . . .	1,985	
Pennsylvania Equipment Trust Series G, . . .	May 1, 1888. . . .	10 years.	10	100	. . . .	. . . .	1,915	. . . .	2,015	
Pennsylvania Equipment Trust Series H, . . .	Feb. 1, 1889. . . .	10 years.	10	1,050	. . . .	. . . .	525	. . . .	1,575	
Pennsylvania Equipment Trust Series I. . . .	Aug. 1, 1889. . . .	10 years.	10	640	. . . .	. . . .	1,300	. . . .	1,940	
Pennsylvania Equipment Trust Series K, . . .	Nov. 1, 1891. . . .	10 years.	10	1,000	. . . .	. . . .	500	. . . .	1,500	
Pennsylvania Rolling Stock Trust Series A, . .	April 1, 1892. . . .	10 years.	10	1,569	. . . .	. . . .	. . . .	. . . .	1,569	
Pennsylvania Rolling Stock Trust Series B, . .	April 1, 1892. . . .	10 years.	10	1,592	. . . .	. . . .	. . . .	. . . .	1,592	
Pennsylvania Rolling Stock Trust Series C, . .	July 1, 1892. . . .	10 years.	10	1,339	. . . .	. . . .	309	. . . .	1,648	
Pennsylvania Rolling Stock Trust Series D, . .	July 1, 1892. . . .	10 years.	10	. . . .	. . . .	. . . .	1,691	. . . .	1,691	

FUNDED DEBT—CONTINUED.

SERIES OR OTHER DESIGNATION.	CASH PAID ON DELIVERY OF EQUIPMENT.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.				
		Original Amount.	Amount Outstanding July 1, 1894.	Original Amount.	Amount Outstanding.	Amount Accrued During Year.	Amount Paid During Year.	Rate.
Pennsylvania Car Trust Series F,	$1,000,000 00	$1,000,000 00	. . . . .	$275,000 00	. . . . .	$1,250 00	$1,250 00	5 per cent.
Pennsylvania Car Trust Series G,	1,000,000 00	1,000,000 00	. . . . .	275,000 00	. . . . .	1,250 00	1,250 00	5 per cent.
Pennsylvania Car Trust Series H,	1,000,000 00	1,000,000 00	. . . . .	275,000 00	. . . . .	5,000 00	5,000 00	5 per cent.
Pennsylvania Car Trust Series I,	550,000 00	550,000 00	$100,000 00	145,125 00	$11,250 00	5,000 00	5,000 00	5 per cent.
Pennsylvania Equipment Trust Series A,	1,000,000 00	1,000,000 00	300,000 00	220,000 00	21,000 00	15,000 00	15,000 00	4 per cent.
Pennsylvania Equipment Trust Series B,	1,000,000 00	1,000,000 00	300,000 00	220,000 00	18,000 00	14,000 00	14,000 00	4 per cent.
Pennsylvania Equipment Trust Series C,	1,000,000 00	1,000,000 00	300,000 00	220,000 00	21,000 00	15,000 00	15,000 00	4 per cent.
Pennsylvania Equipment Trust Series D,	1,000,000 00	1,000,000 00	400,000 00	220,000 00	28,000 00	17,000 00	17,000 00	4 per cent.
Pennsylvania Equipment Trust Series E,	1,000,000 00	1,000,000 00	300,000 00	220,000 00	24,000 00	16,000 00	16,000 00	4 per cent.
Pennsylvania Equipment Trust Series F,	1,000,000 00	1,000,000 00	400,000 00	220,000 00	36,000 00	19,000 00	19,000 00	4 per cent.
Pennsylvania Equipment Trust Series G,	1,000,000 00	1,000,000 00	400,000 00	220,000 00	40,000 00	20,000 00	20,000 00	4 per cent.
Pennsylvania Equipment Trust Series H,	1,000,000 00	1,000,000 00	500,000 00	220,000 00	55,000 00	23,000 00	23,000 00	4 per cent.
Pennsylvania Equipment Trust Series I,	1,000,000 00	1,000,000 00	600,000 00	186,400 00	66,000 00	25,000 00	25,000 00	4 per cent.
Pennsylvania Equipment Trust Series K,	887,000 00	887,000 00	687,000 00	167,220 00	94,620 00	29,480 00	29,480 00	4 per cent.
Penusylvania Rolling Stock Trust Series A,	1,000,000 00	1,000,000 00	800,000 00	210,000 00	136,000 00	35,000 00	35,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series B,	1,000,000 00	1,000,000 00	800,000 00	210,000 00	136,000 00	35,000 00	35,000 00	4 per cent.
Pennsylvania Rolling Stock Trust Series C,	1,000,000 00	1,000,000 00	800,000 00	220,000 00	144,000 00	36,000 00	36,000 00	4 per cent.
Penusylvania Rolling Stock Trust Series D,	870,000 00	870,000 00	670,000 00	160,500 00	103,600 00	30,800 00	30,800 00	4 per cent.
Total,	$17,307,000 00	$17,307,000 00	$7,357,000 00	$3,884,245 00	$934,470 00	$342,780 00	$342,780 00	

RECAPITULATION OF FUNDED DEBT.

ACCOUNT	AMOUNT ISSUED.	AMOUNT OUTSTANDING.	INTEREST.	
			Amount Accrued During Year.	Amount Paid During Year.
Common income and collateral trust bonds, &c.	$87,069,294 05	$82,625,374 05	$4,281,688 63	$4,207,164 63
Car trust obligations—not on company's books.	17,307,000 00	7,357,000 00	763,067 09	763,067 09
Total.	$104,376,294 05	$89,982,374 05	$5,044,755 72	$5,030,231 72

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1892.	
Cash, ...	$4,145,229 89	Loans and bills payable, ...	$12,236,682 40
Bills receivable, ...	1,874,522 99	Audited vouchers and accounts, . .	3,674,730 54
Due from agents, ...	3,371,107 87	Wages and salaries, ...	2,160,460 00
Due from solvent companies and individuals.	13,624,983 62	Net traffic balances due to other companies.	635,682 11
Other cash assets (including material and supplies on hand), as follows: Cash on deposit in London exchange bank for payment of interest accounts.	1,181,732 38	Dividends not called for, ...	69,597 75
		Matured interest coupons unpaid, .	109,098 48
		Miscellaneous.	2,170,386 64
		Balance—cash assets, ...	3,138,938 83
Total, ...	$24,195,576 75	Total, ...	$24,195,576 75

RECAPITULATION.

A. FOR MILEAGE OWNED BY ROAD MAKING THIS REPORT.

ACCOUNT.	TOTAL AMOUNT OUTSTANDING.	AMOUNT PER MILE OF ROAD.	
		Miles.	Amount.
Capital stock.	$129,294,400 00	527.36	$245,172 94
Bonds.	82,625,374 05	527.36	156,677 36
Car trust obligations.	7,357,000 00	527.36	13,950 62
Current liabilities.	21,056,637 92	527.36	39,928 39
Total.	$240,333,411 97	527 36	$455,729 31

RECAPITULATION—CONTINUED.

B. FOR MILEAGE OPERATED BY ROAD MAKING THIS REPORT (TRACKAGE RIGHTS EXCLUDED), THE OPERATIONS OF WHICH ARE INCLUDED IN THE INCOME ACCOUNT.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Pennsylvania Railroad	$129,294,400 00	$82,625,374 05	$21,056,637 92	$232,976,411 97	527.36	$441,777 93
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad	1,182,550 00	700,000 00	58,337 50	1,940,887 50	53.74	36,116 25
West Chester Railroad	165,000 00	75,000 00	16,818 00	256,818 00	5.22	49,199 00
Pennsylvania and Schuylkill Valley Railroad	7,117,450 00	7,000,000 00	43,379 07	14,160,829 09	130.22	108,745 42
Downingtown and Lancaster Railroad	405,650 00	300,000 00	172,613 30	878,263 30	37.98	23,124 36
Pomeroy and Newark Railroad	500,000 00	. . . . .	218,456 38	718,456 38	26.70	26,908 48
Columbia and Port Deposit Railway	1,000,000 00	1,800,000 00	970 00	2,800,970 00	43.53	64,345 73
Hanover and York Railroad	325,000 00	150,000 00	8,897 50	483,897 50	27.65	17,500 79
Frederick and Pennsylvania Line Railroad	779,100 00	250,000 00	329,546 61	1,358,646 61	28.00	48,523 09
Mifflin and Centre County Railroad	167,775 00	200,000 00	30,503 50	398,278 50	12.31	32,354 05
Sunbury and Lewistown Railway	600,000 00	500,000 00	. . . . .	1,100,000 00	43.45	25,316 46
Bedford and Bridgeport Railway	600,000 00	1,700,000 00	435 60	2,300,435 60	49.17	46,785 36
Lewisburg and Tyrone Railroad	1,200,000 00	. . . . .	294,174 65	1,494,174 65	85.08	17,562 00
Bald Eagle Valley Railroad	1,535,000 00	344,000 00	36 05	1,879,036 05	90.08	20,859 70
Tyrone and Clearfield Railway	1,000,000 00	1,000,000 00	34,386 67	2,034,386 67	132.87	15,311 09
Tiptou Railroad	43,250 00	. . . . .	. . . . .	43,250 00	4.44	9,740 99
Cambria and Clearfield Railroad	1,280,550 00	1,279,000 00	33,351 32	2,592,901 32	97.62	26,561 18
Cresson and Clearfield County and New York S. R. Railroad	1,000,000 00	750,000 00	209,420 30	1,959,420 30	28.69	68,296 28
South Fork Railroad	28,000 00	. . . . .	87,961 92	115,961 92	8.12	14,281 02
Western Pennsylvania Railroad	1,775,000 00	4,435,000 00	19,757 09	6,229,757 09	120.38	51,750 75
Southwest Pennsylvania Railroad	1,499,900 00	900,000 00	31,704 17	2,431,604 17	111.87	21,735 97
Pittsburgh, Virginia and Charleston Railway	2,025,000 00	4,050,000 00	229,113 23	6,304,113 23	73.71	85,525 87
McKeesport and Bessemer Railroad	100,000 00	. . . . .	585,283 75	685,283 75	1.52	450,844 57
Philadelphia and Erie Railroad	10,385,000 00	19,674,000 00	42,253 13	30,101,253 13	287.56	104,678 16
Johnsonburg Railroad	200,000 00	200,000 00	24,000 00	424,000 00	19.69	21,533 77
Ridgeway and Clearfield Railroad	491,000 00	491,000 00	. . . . .	982,000 00	27.23	36,063 16
Susquehanna and Clearfield	286,000 00	285,000 00	101,985 51	672,985 51	24.89	27,038 39
Nescopec Railroad	259,000 00	200,000 00	83,837 07	542,837 07	11.96	45,387 70
North and West Branch Railway	1,500,000 00	1,500,000 00	928 50	3,000,928 50	47.82	62,754 67
Sunbury, Hazleton and Wilkes-Barre Railway	1,000,000 00	2,535,000 00	2,523 05	3,537,523 05	43.44	81,434 69
United New Jersey Railroad and Canal Company	21,240,400 00	20,617,767 75	10,181,709 43	52,039,877 18	144.83	. . . . .
Trenton Delaware Bridge	198,900 00	450,000 00	. . . . .	648,900 00	.19	3,415,263 16
Philadelphia and Trenton Railroad	1,259,100 00	. . . . .	2,059,508 92	3,318,608 92	27.12	122,345 46
Connecting Railway	1,278,300 00	991,000 00	1,116,488 46	3,385,788 46	6.75	501,598 27
Kensington and Tacony Railroad	334,550 00	. . . . .	7,340 61	341,890 61	5.13	66,645 34
River Front Railroad	300,000 00	300,000 00	300 00	600,300 00	3.86	155,518 00
Engelside Railroad	30,000 00	. . . . .	. . . . .	30,000 00	.17	176,470 59
Perth Amboy and Woodbridge Railroad	228,400 00	100,000 00	. . . . .	328,400 00	6.40	51,312 50
Millstone and New Brunswick Railroad	95,750 00	. . . . .	77,009 35	172,759 35	6.64	26,018 00
Total carried forward	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

RECAPITULATION—CONTINUED.

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	CURRENT LIABILITIES.	TOTAL.	AMOUNT PER MILE OF ROAD.	
					Miles.	Amount.
Total brought forward	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Rocky Hill Railroad	$45,600 00	. . . . .	. . . . .	$45,600 00	2.38	$19,159 66
Belvidere, Delaware, Railroad	1,150,000 00	$2,849,000 00	$1,600 00	4,000,600 00	79.04	57,714 38
Enterprise Railroad	Operations included with	30,000 00	15,000 00	. . . . .	45,000 00	1.26	35,714 29
Martin's Creek Railway of New Jersey	Belvidere, Delaware	28,000 00	. . . . .	. . . . .	28,000 00	.14	200,000 00
Martin's Creek Railway of Pennsylvania	Railroad.	30,000 00	. . . . .	. . . . .	30,000 00	.15	200,000 00
Bustleton Railroad	100,000 00	. . . . .	25,770 87	125,770 87	4.16	30,233 41
Philadelpia, Germantown and Chestnut Hill Railroad	1,000,000 00	1,000,000 00	543,390 70	2,543,390 77	13.87	183,373 51
Freehold and Jamesburg Agricultural Railroad	295,600 00	498,600 00	4,243 61	798,443 61	27.54	28,992 14
Columbus, Kinkora and Springfield Railroad	66,050 00	129,800 00	155,298 13	351,148 13	14.16	24,798 60
Philadelphia and Long Branch Railroad	765,000 00	750,000 00	778,553 09	2,293,553 09	49.03	46,721 39
Philadelphia and Beach Haven Railroad	200,000 00	. . . . .	510,138 00	205,101 38	12.09	16,964 55
Camden and Burlington County Railroad	381,925 00	350,000 00	14,414 25	746,339 25	29.61	25,205 64
Vincentown Branch Railroad	25,000 00	15,000 00	. . . . .	40,000 00	2.84	14,084 51
Mount Holly, Lumberton and Medford Railway	95,650 00	75,000 00	. . . . .	170,650 00	5.95	28,680 67
New York Bay Railroad	500,000 00	439,236 07	9,425 43	948,661 50	9.20	103,115 38
Grand total	$197,422,850 00	$161,523,777 87	$38,697,466 02	$397,644,093 89	2,654.87	. . . . .

COST OF ROAD AND EQUIPMENT.

ITEM.	TOTAL COST TO JUNE 30, 1891.	NET ADDITIONS DURING YEAR.	TOTAL COST TO JUNE 30, 1892.	COST PER MILE.
Construction:				
Other real estate	$18,924,644 55	$464,052 33	$19,388,696 88	$36,765 58
Shop machinery and tools	1,619,318 88	1,100 00	1,618,218 88	3,068 53
Cost of construction	52,861,464 12	723,355 13	53,584,819 25	101,609 56
Total construction	$73,405,427 55	$1,186,307 46	$74,591,735 01	$141,443 67
Equipment:				
Locomotives	14,106,625 92	25,855 57	14,080,770 35	26,700 49
Passenger cars	6,254,517 42	144,066 23	6,398,583 65	12,133 24
Freight cars	14,952,476 10	673,339 71	15,625,815 81	29,630 26
Other cars of all classes	177,425 55	. . . . .	177,425 55	336 44
Floating equipment	1,651,829 95	209,761 19	1,861,591 14	3,530 02
Total equipment	$37,142,874 94	$1,001,311 56	$38,144,186 50	$72,330 45
Grand total cost, construction and equipment.	$110,548,302 49	$2,187,619 02	$112,735,921 51	$213,774 12
Give cost of construction of that portion of road located in Pennsylvania.	73,405,427 55	. . . . .	74,591,735 01	. . . . .

INCOME ACCOUNT.

Gross earnings from operation		$58,425,188 28	
Less operating expenses		41,003,800 20	
Income from operation		. . . . .	$17,421,388 08
Interest on bonds owned		$1,817,836 25	
Dividends on stocks owned		2,522,913 83	
Net miscellaneous income		1,088,115 82	
Income from other sources		. . . . .	5,428,865 90
Total income		. . . . .	$22,850,253 98
Deductions from income:			
Interest on funded debt accrued		$5,044,755 72	
Rentals, including tracks, yards and terminals		8,887,358 05	
Taxes, State of Pennsylvania, on stock and bonds of Pennsylvania Railroad.		446,001 80	
Other deductions		2,804,819 80	
Extraordinary repairs	$2,163,210 10		
Pennsylvania Railroad, consolidated mortgage, sinking fund.	324,780 00		
Fund for purchase securities	73,854 70		
Allegheny Valley Railway, advances for interest on bonds, etc.	242,975 00		
	$2,804,819 80		
Total deductions from income		. . . . .	17,182,935 37
Net income		. . . . .	$5,667,318 61
Dividends, five per cent., common stock		. . . . .	6,463,370 00
Deficit of operations for year ending June 30, 1892		. . . . .	796,051 39
Surplus on June 30, 1891		. . . . .	26,808,980 00
			$26,012,928 61
Additions for year		. . . . .	497,572 67
Surplus on June 30, 1892		. . . . .	26,510,501 28

EARNINGS FROM OPERATION.

ITEM.	ACTUAL EARNINGS.
Total passenger revenue	$15,596,372 35
Mail	1,412,488 94
Express	1,191,425 25
	$18,200,286 54
Total freight revenue	39,251,210 55
Total passenger and freight earnings	$57,451,497 09
Total other earnings	973,691 19
Total gross earnings from operation	$58,425,188 28

BONDS OWNED.

NAME.	TOTAL AMOUNT HELD.	RATE.	INCOME OR INTEREST RECEIVED.
		Per ct.	
American Bottom Marble, Lime and Coal Company, first mortgage.	$200,000 00	7	$14,000 00
Altoona and Logan Valley Electric Railway Company, first mortgage,	74,500 00	5	3,725 00
Allegheny Valley Railway Company, general mortgage,	35,000 00	4	. . . . .
Belvidere Delaware Railroad Company, consolidated mortgage,	600,000 00	4	24,000 00
Baltimore and Potomac Railroad Company, consolidated mortgage.	1,563,000 00	5	30,475 00
Bedford and Bridgeport Railway Company, debit certificate,	1,700,000 00	5	85,000 00
Cambria and Clearfield Railroad Company, first mortgage,	633,000 00	5	29,150 00
Central Stock Yard and Transit Company, first mortgage,	300,000 00	7	21,000 00
Cincinnati and Muskingum Valley Railroad Company, first mortgage,	754,000 00	7	. . . . .
Cincinnati, Richmond and Chicago Railroad Company, second mortgage.	65,000 00	7	. . . . .
Cresson Springs Company, mortgage registered,	100,000 00	8	. . . . .
Cleveland and Pittsburgh Railroad Company, general mortgage,	300,000 00	4½	. . . . .
Camden and Atlantic Railroad Company, debit certificate,	385,000 00	5	9,625 00
Columbia and Port Deposit Railway Company, mortgage coupon,	1,800,000 00	4	72,000 00
Downingtown and Lancaster Railroad Company, coupon,	211,800 00	4	. . . . .
Frederick and Pennsylvania Line Railroad Company, first mortgage,	232,500 00	6	. . . . .
Fair Hill Railroad Company, debit certificate,	103,000 00	4	. . . . .
Grand Rapids and Indiana Railroad Company, second mortgage,	2,700,000 00	6	. . . . .
Gettysburg and Harrisburg Railroad Company, first mortgage,	19,000 00	6	1,140 00
Grand Rapids and Indiana Railroad Company, first mortgage,	42,000 00	4½	2,092 50
Grand Rapids and Indiana Railroad Company, coupon,	484,000 00	5	. . . . .
Indianapolis and Saint Louis Railway Company, mortgage,	50,000 00	6	30,000 00
International Navigation Company, coupon,	340,000 00	6	20,400 00
Jersey City and Bergen Railroad Company, first mortgage,	239,000 00	7	25,095 00
Jeffersonville, Madison and Indianapolis Railroad Company, first mortgage.	295,000 00	7	20,685 00
Johnsonburg Railroad Company, first mortgage,	150,000 00	6	. . . . .
Lewisburg and Tyrone Railroad Company, debit certificate,	294,174 65	5	14,708 73
Lisbon Coal Company, mortgage,	316,000 00	5	. . . . .
Mifflin and Centre County Railroad Company, first mortgage,	200,000 00	6	. . . . .
McKeesport and Bessemer Railroad Company, debit certificate,	500,000 00	4	20,000 00
Maryland Steel Company, first mortgage,	180,000 00	5	9,000 00
New York and Long Branch Railroad Company, general mortgage,	34,000 00	5	1,700 00
Nescopec Railroad Company, debit.	200,000 00	5	. . . . .
Northern Central Railway Company, consolidated general mortgage,	27,000 00	6	1,620 00
New York Bay Railroad Company, debit certificate,	439,236 07	. . . . .	. . . . .
North and West Branch Railway Company, first mortgage,	1,400,000 00	6	84,000 00
Philadelphia and Erie Railroad Company, general mortgage coupon,	2,000 00	4	80 00
Philadelphia and Erie Railroad Company, general mortgage registered.	263,000 00	5	13,150 00
Philadelphia and Erie Railroad Company, consolidated general mortgage.	3,504,000 00	6	220,860 00
Piedmont and Cumberland Railway Company, first mortgage,	100,000 00	5	5,000 00
Philadelphia, Wilmington and Baltimore Railroad Company, stock trust certificates.	6,000 00	4	. . . . .
Pittsburgh, Virginia and Charleston Railway Company, first mortgage.	3,000,000 00	5	150,000 00
Pittsburgh, Virginia and Charleston Railway Company, debit certificate.	1,050,000 00	5	52,500 00
Pennsylvania Company, registered secured loan,	14,000 00	6	900 00
Pennsylvania Railroad Company, four per centage equipment trust,	14,000 00	4	. . . . .
Pennsylvania Canal Company, general mortgage,	384,000 00	6	. . . . .
Pittsburgh, Cincinnati and St. Louis Railway Company, first consolidated mortgage.	326,000 00	7	22,820 00
Pittsburgh, Wheeling and Kentucky Railroad Company, first mortgage.	88,000 00	7	6,160 00
Pennsylvania Schuylkill Valley Railroad Company, first mortgage,	7,000,000 00	5	525,000 00
Philadelphia and Long Branch Railroad Company, first mortgage,	750,000 00	5	. . . . .
Pres., Man. and Company, for erecting a bridge over the Delaware River at or near Trenton, New Jersey, debit.	100,000 00	4	4,000 00
Pittsburgh, Cincinnati, Chicago and St. Louis Railway, consolidated mortgage.	1,645,000 00	4½	42,952 50
Philadelphia, Wilmington and Baltimore Railroad Company, gold registered debit.	2,000 00	4	. . . . .
Philadelphia, Wilmington and Baltimore Railroad Company, registered debit.	2,000 00	4	. . . . .
River Front Railroad Company, debit certificate,	84,000 00	4	1,680 00
Sunbury, Hazleton and Wilkes Barre Railway Company, first mortgage.	176,000 00	6	10,620 00
Sunbury, Hazleton and Wilkes-Barre Railway Company, second mortgage registered.	488,000 00	6	29,280 00
Sunbury, Hazleton and Wilkes-Barre Railway Company, second mortgage coupon.	600 00	6	36 00
Steubenville and Indiana Railroad Company, first mortgage registered.	51,000 00	5	2,550 00
St. Louis, Vandalia and Terre Haute Railroad Company, second mortgage.	225,000 00	7	15,750 00
Southwest Pennsylvania Railway Company, first mortgage,	600,000 00	7	42,000 00
Shamokin Valley and Pottsville Railroad Company, first mortgage.	555,000 00	7	40,600 00
Summit Branch Railroad Company, first mortgage coupon,	480,000 00	7	33,600 00
Standard Plate Glass Company, second mortgage coupon.	400 00	6	24 75
Susquehanna and Clearfield Railroad Company, first mortgage,	285,000 00	5	. . . . .
Tyrone and Clearfield Railway Company, first mortgage	1,000,000 00	5	50,000 00

BONDS OWNED—CONTINUED.

NAME.	TOTAL AMOUNT HELD.	RATE.	INCOME OR INTEREST RECEIVED.
		Per ct.	
United New Jersey Railroad and Canal Company, general mortgage G. coupon.	$175,000 00	6	. . . . .
United New Jersey Railroad and Canal Company, general mortgage registered.	116,000 00	6	. . . . .
United New Jersey Railroad and Canal Company, general mortgage G. registered.	700,000 00	4	. . . . .
Western Pennsylvania Railroad Company, Pittsburgh Branch, first mortgage.	600 00	6	$36 00
Western Pennsylvania Exposition Society, first mortgage, ...	27,000 00	6	1,620 00
Washington Southern Railway Company, first mortgage, ...	1,000,000 00	5	. . . . .
Interest received on bonds disposed of during the year, ...	. . . . .	. . . .	27,200 77
Total, ...	$41,629,810 72	. . . .	$1,817,836 25

STOCKS OWNED.

NAME.	TOTAL PAR VALUE.	RATE.	INCOME OR DIVIDEND RECEIVED.
		Per ct.	
Altoona and Logan Valley Electric Railway Company, ...	$80,000 00	. . . .	. . . . .
Allegheny Valley Railway Company, common, ...	9,653,800 00	. . . .	. . . . .
Allegheny Valley Railway Company, preferred	10,633,150 00	. . . .	. . . . .
Altoona Mechanics' Library and Reading Room Association, ...	3,750 00	. . . .	. . . . .
Bald Eagle Valley Railroad Company, ...	706,250 00	10	$70,625 00
Belvidere Delaware Railroad Company, ...	141,350 00	6	8,481 00
Baltimore and Potomac Railroad Company, ...	4,081,100 00	. . . .	. . . . .
Bustleton Railroad Company, ...	100,000 00	. . . .	. . . . .
Bedford and Bridgeport Railway Company, ...	600,000 00	5	30,000 00
Barnegat Railroad Company, ...	50,000 00	. . . .	. . . . .
Cresson Springs Company, common, ...	182,150 00	. . . .	. . . . .
Cresson Springs Company, preferred, ...	50,000 00	. . . .	. . . . .
Camden and Philadelphia Steamboat Ferry Company, ...	346,150 00	33⅓ stock 10	71,933 33 28,097 50
Columbus and Xenia Railroad Company, ...	500 00	8	42 00
Columbia and Port Deposit Railway Company, ...	600,000 00	10	60,000 00
Camden and Atlantic Railroad Company, common, ...	234,000 00	. . . .	. . . . .
Camden and Atlantic Railroad Company, preferred, ...	452,100 00	4	18,078 00
Connecting Railway Company, ...	1,277,700 00	6	76,662 00
Chartiers Railway Company, ...	333,850 00	10	33,385 00
Cumberland Valley Railroad Company, first preferred, ...	112,100 00		
Cumberland Valley Railroad Company, second preferred, ...	125,100 00	8	97,040 00
Cumberland Valley Railroad Company, common, ...	975,800 00		
Cambria and Clearfield Railroad Company.	1,280,550 00	. . . .	. . . . .
Cumberland Valley and Martinsburg Railroad Company, ...	200,000 00	. . . .	. . . . .
Cresson and Clearfield County and New York Short Route Railroad Company.	910,150 00	. . . .	. . . . .
Downingtown and Lancaster Railroad Company.	405,650 00	. . . .	. . . . .
Delaware and Schuylkill Market Company, ...	250,000 00	4	10,000 00
Engelside Railroad Company, ...	39,000 00	. . . .	. . . . .
Ebensburg and Black Lick Railroad Company.	350,000 00	. . . .	. . . . .
Freehold and Jamesburg Agricultural Railroad Company, ...	37,800 00	5	1,890 00
Frederick and Pennsylvania Line Railroad Company, preferred, . .	461,000 00	. . . .	. . . . .
Fair Hill Railroad Company, ...	150,000 00	. . . .	. . . . .
Girard Point Storage Company.	1,064,200 00	. . . .	. . . . .
Harrisburg and Bedford Railroad Company, instalment, ...	20,000 00	. . . .	. . . . .
Hanover and York Railroad Company, ...	325,000 00	. . . .	. . . . .
Homer and Susquehanna Railroad Company, instalment.	10,500 00	. . . .	. . . . .
International Navigation Company, ...	725,000 00	. . . .	. . . . .
Junction Railroad Company, ...	76,650 00	15	11,497 50
Johnsonburg Railroad Company, ...	75,000 00	. . . .	. . . . .
Kensington and Tacony Railroad Company, ...	334,550 00	. . . .	. . . . .
Lewisburg and Tyrone Railroad Company, ...	1,110,450 00	. . . .	. . . . .
Little Miami Railroad Company, ...	500 00	8	40 00
Louisville Bridge Company.	901,300 00	8	72,104 00
Mifflin and Centre County Railroad Company, ...	137,250 00	. . . .	. . . . .
Manor Real Estate and Trust Company.	1,863,950 00	. . . .	. . . . .
Milford and Bay Shore Railroad Company, instalment, ...	1,012 50	. . . .	. . . . .
Monongahela River and Street's Run Railroad Company.	50,000 00	. . . .	. . . . .
Mineral Railroad and Mining Company, instalment.	100,002 00	. . . .	. . . . .
McKeesport and Bessemer Railroad Company.	100,000 00	. . . .	. . . . .
Mount Holly, Lumberton and Medford Railroad Company, ...	47,700 00	6	2,856 00
Northern Central Railroad Company, ...	3,488,950 00	8	279,116 00
North and West Branch Railway Company, ...	925,000 00	9	83,250 00
Nescopec Railroad Company, ...	259,000 00	. . . .	. . . . .
New Jersey Warehouse and Guaranty Company, ...	25,000 00	. . . .	. . . . .
New York Bay Railroad, ...	500,000 00	. . . .	. . . . .

STOCKS OWNED—CONTINUED.

NAME.	TOTAL PAR VALUE.	RATE.	INCOME OR DIVIDEND RECEIVED.
		Per ct.	
Pennsylvania Company, common	$21,000,000 00	. . .	. . . . .
Philadelphia Bourse	5,000 00	. . .	. . . . .
Pittsburgh, Virginia and Charleston Railway Company	1,636,950 00	3	$49,108 50
Philadelphia and Erie Railroad Company, preferred	2,400,000 00	7	168,000 00
Philadelphia and Erie Railroad Company, common	3,501,800 00	2	70,036 00
Pennsylvania Canal Company	3,517,150 00	. . .	. . . . .
Philadelphia, Germantown and Chestnut Hill Railroad Company	999,750 00	. . .	. . . . .
Pittsburgh, Fort Wayne and Chicago Railway Company, guaranty special	2,348,500 00	7	164,395 00
Philadelphia and Long Branch Railroad Company	765,000 00	. . .	. . . . .
Piedmont and Cumberland Railway Company	200,000 00	5	10,000 00
Perth Amboy and Woodbridge Railroad Company	198,400 00	10	19,840 00
Pennsylvania and Northwestern Railroad Company	28,250 00	5	1,412 50
Philadelphia and Trenton Railroad Company	500 00	10	50 00
Philadelphia, Wilmington and Baltimore Railroad Company	10,890,950 00	7½	816,821 25
Pennsylvania Steel Company	450,900 00	. . .	. . . . .
Pomeroy and Newark Railroad Company	500,000 00	. . .	. . . . .
Pennsylvania Schuylkill Valley Railroad Company	7,117,200 00	. . .	. . . . .
Port Richmond and Bergen Point Ferry Company	40,000 00	. . .	. . . . .
Philadelphia and Delaware County Railroad Company	250,000 00	. . .	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, preferred	2,406,400 00	4	96,256 00
Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, common	2,245,500 00	. . .	. . . . .
Philadelphia, Bala and Bryn Mawr Turnpike Company	2,000 00	. . .	. . . . .
Pennsylvania and New Jersey Railroad Company of Pennsylvania, instalment	30,000 00	. . .	. . . . .
Pennsylvania and New Jersey Railroad Company of New Jersey	5,000 00	. . .	. . . . .
Pennsylvania Car Trust, certificate	70,000 00	5	4,050 00
Pennsylvania Equipment Trust, certificate	5,000 00	4	1,840 00
Pennsylvania Rolling Stock, certificate	2,360,000 00	4	129,760 00
Philadelphia, Bustleton and Trenton Railroad Company	256,000 00	. . .	. . . . .
Philadelphia and Beach Haven Railroad Company	200,000 00	. . .	. . . . .
River Front Railroad Company	300,000 00	5	12,200 00
Ridgway and Clearfield Railroad Company	491,000 00	10	49,100 00
Roxborough Railroad Company, instalment	70,000 00	. . .	. . . . .
Susquehanna Coal Company	2,136,800 00	10	213,680 00
Summit Branch Railroad Company	2,190,200 00	. . .	. . . . .
St. Louis, Vandalia and Terra Haute Railroad Company, first preferred	837,000 00	. . .	. . . . .
Southwest Pennsylvania Railroad Company	1,057,250 00	10	105,725 00
Susquehanna and Clearfield Railroad Company	286,000 00	. . .	. . . . .
Sunbury, Hazleton and Wilkes-Barre Railway Company	1,000,000 00	10	100,000 00
South Fork Railroad Company	28,000 00	. . .	. . . . .
Trenton Cut-off Railroad Company	100,000 00	. . .	. . . . .
Tipton Railroad Company	43,250 00	. . .	. . . . .
Tyrone and Clearfield Railway Company	1,000,000 00	5	50,000 00
Toledo, Walbonding Valley and Ohio Railroad Company	1,920,000 00	. . .	. . . . .
United New Jersey Railroad and Canal Company	1,350,000 00	10	135,000 00
Vincentown Branch of the Burlington County Railroad Company	3,150 00	3	94 50
West Jersey Ferry Company	215,000 00	8	17,200 00
Western Pennsylvania Railroad Company	1,753,500 00	9	157,815 00
West Jersey Railroad Company	511,950 00	7	27,182 75
West Chester Railroad Company	165,000 00	5	8,250 00
Washington Southern Railway Company	1,000,000 00	. . .	. . . . .
Less amount charged in adjustment of accounts at close of 1893	. . . . .	. . .	840,000 00
Total	$126,823,464 50	. . .	$2,522,913 83

RENTALS RECEIVED.

RENTS RECEIVED FROM LEASE OF TRACKS, YARDS AND TERMINALS.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY USING PROPERTY LEASED.	ITEM.	TOTAL.
Tracks:	Over Susquehanna River—Rockville, Pa.	Northern Central Railway, . . .	$6,000 00	
	Between Octoraro Junction and Port Deposit, Md.	Philadelphia and Baltimore Central.	4,000 00	
	Between Pine Creek and Welton Grove, Pa.	Pittsburgh and Western Railroad.	10,000 00	
	Camden, N. J.	West Jersey,	2,500 00	
Total.				$22,500 00
Terminals:	Union Station, Pittsburgh,	Allegheny Valley Railway.	$2,453 48	
	Union Station, Pittsburgh,	Pittsburgh, Fort Wayne and Chicago Railway.	3,966 24	
	Union Station, Pittsburgh,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway.	3,605 64	
	Station, Harrisburg.	Northern Central Railway,	2,074 68	
	Pier, New York,	Lehigh Valley Railroad,	22,500 00	
	Pier, New York.	Baltimore and Ohio Railroad.	30,000 00	
	Station, Huntingdon,	Huntingdon and Broad Top Mountain Railroad.	360 00	
	Station, Williamsport.	Northern Central Railway,	774 84	
	Vine street, Philadelphia.	Camden and Atlantic Railroad,	900 00	
	Station Driftwood, Pa.,	Allegheny Valley Railway,	540 00	
	Station Emporium, Pa.,	Western New York and Pennsylvania Railroad.	480 00	
Total,				67,654 88
Grand total rentals received.				$90,154 88

MISCELLANEOUS INCOME.

ITEM.	GROSS INCOME.	LESS EXPENSES.	NET MISCELLANEOUS INCOME.
Interest on equipment received from branch roads.			$329,295 64
Interest on securities received with lease of Union New Jersey Railroad Consolidated Company's property.			314,349 32
Rents of properties Union Railroad of New Jersey, Philadelphia and Trenton Railroad.			324,060 44
Interest on loans, general accounts,			97,178 66
Sundry items,			35,015 22
Delaware and Raritan Canal,	$312,795 14	$319,724 48	*6,929 34
Empire Line,			*4,854 12
Total,			$1,088,115 82

* Credit.

OPERATING EXPENSES.

ITEM.	TOTAL.
Maintenance of way and structures:	
Repairs of roadway,	$2,844,126 31
Renewals of rails,	387,408 80
Renewals of ties,	806,661 93
Repairs of bridges and culverts,	899,955 67
Repairs of fences, road-crossings, signs and cattle guards,	389,597 85
Repairs of buildings,	898,632 22
Repairs of docks and wharves,	201,226 89
Repairs of telegraph,	72,190 60
Other expenses,	27,406 59
	186,098 23
Total,	$6,713,305 07
Maintenance of equipment:	
Repairs and renewals of locomotives,	$2,896,735 12
Repairs and renewals of passenger cars,	979,096 09
Repairs and renewals of freight cars,	3,607,242 50
Repairs and renewals of ferry-boats, tugs, floats and barges,	219,294 08
Shop machinery, tools, etc.,	149,167 12
Other expenses,	682,559 62
	60,009 73
Total,	$8,594,104 26
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen,	$3,222,974 47
Fuel for locomotives,	3,724,481 14
Water-supply for locomotives,	264,840 81
All other supplies for locomotives,	256,616 84
Wages of other trainmen,	4,341,318 10
All other train supplies,	321,684 79
Wages of switchmen, flagmen and watchmen,	1,017,118 72
Expense of telegraph, including train dispatchers and operators,	1,142,946 05
Wages of station agents, clerks and laborers,	4,614,006 31
Station supplies,	574,260 24
Car mileage—balance,	1,046,678 39
Loss and damage,	245,659 89
Injuries to persons,	198,189 15
Barges, floats, tugs, ferry-boats, expenses of, including wages, fuel and supplies,	753,407 62
Other expenses,	673,266 82
Taxes,	381,741 55
Total,	$22,755,190 89
General expenses:	
Salaries of officers,	$398,385 16
Salaries of clerks,	965,206 16
General office expenses and supplies,	85,907 14
Agencies, including salaries and rent,	202,494 01
Advertising,	233,974 94
Insurance,	168,233 70
Expenses of traffic associations,	61,204 82
Expense of stock yards and elevators,	32,745 07
Rentals not otherwise provided for,	78,643 03
Legal expenses,	99,822 22
Stationery and printing,	197,679 79
Other general expenses,	75,923 51
Rents of tracks, yards and terminals,	22,179 96
	20,800 47
Total,	$2,941,199 98
Recapitulation of expenses:	
Maintenance of way and structures,	$6,713,305 07
Maintenance of equipment,	8,594,104 26
Conducting transportation,	22,755,190 89
General expenses,	2,941,199 98
Grand total,	$41,003,800 20

RENTALS PAID.

A. RENTALS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	INTEREST ON BONDS GUARANTEED.	DIVIDENDS ON STOCK GUARANTEED.	CASH.	TOTAL.
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad.	$28,000 00	$82,778 50	$2,000 00	$112,778 50
West Chestor Railroad.	3,750 00	8,250 00	. . . . .	12,000 00
Pennsylvania and Schuylkill Valley Railroad.	. . . . .	. . . . .	548,976 24	548,976 24
Columbia and Port Deposit Railway, ...	. . . . .	. . . . .	156,172 98	156 172 98
Hanover and York Railroad, ...	. . . . .	. . . . .	19,194 92	19,194 92
Frederick and Pennsylvania Line Railroad,	. . . . .	. . . . .	3,079 31	3,079 31
Mifflin and Centre County Railroad. . . .	. . . . .	. . . . .	33,769 63	33,769 63
Sunbury and Lewistown Railway.	. . . . .	. . . . .	198,630 12	198,630 12
Bedford and Bridgeport Railway, ...	. . . . .	. . . . .	115,709 68	115,709 68
Lewisburg and Tyrone, ...	. . . . .	. . . . .	22,218 49	22,218 49
Bald Eagle Valley Railroad, ...	. . . . .	. . . . .	147,682 39	147,682 39
Tyrone and Clearfield Railway.	50,000 00	50,000 00	10,000 00	110,000 00
Cresson, Clearfield County and New York Short Route Railroad.	. . . . .	. . . . .	21,271 06	21,271 06
Cambria and Clearfield Railroad, ...	. . . . .	. . . . .	49,575 20	49,575 20
South Fork Railroad, ...	. . . . .	. . . . .	937 93	937 93
Western Pennsylvania Railroad, ...	. . . . .	. . . . .	342,122 23	342,122 23
Southwestern Pennsylvania Railway, . . .	. . . . .	. . . . .	169,662 06	169,662 06
Pittsburgh, Virginia and Charleston Railway.	. . . . .	. . . . .	219,990 39	219,990 39
McKeesport and Bessemer Railroad. . . .	. . . . .	. . . . .	34,217 74	34,217 74
Philadelphia and Erie Railroad, ...	. . . . .	. . . . .	1,119,173 81	1,119,173 81
Sunbury, Hazleton and Wilkes-Barre Railway.	. . . . .	. . . . .	287,978 67	287,978 67
North and West Branch Railway, ...	. . . . .	. . . . .	314,921 05	314,921 05
Nescopec Railroad.	. . . . .	. . . . .	5,913 62	5,913 62
Ridgway and Clearfield Railroad, ...	. . . . .	. . . . .	79,973 85	79,973 85
Johnsonburg Railroad, ...	. . . . .	. . . . .	11,683 18	11,683 18
Belvidere and Delaware Railroad.	. . . . .	. . . . .	270,620 99	270,620 99
Philadelphia, Germantown and Chestnut Hill Railroad.	. . . . .	. . . . .	109,766 81	109,766 81
Freehold and Jamesburg Agl. Railroad, . .	. . . . .	. . . . .	51,698 98	51,698 98
Columbus. Kintora and Springfield Railroad.	. . . . .	. . . . .	5,780 57	5,780 57
Peith, Amboy and Woodbridge Railroad, .	. . . . .	. . . . .	32,235 85	32,235 85
River Front Railroad, ...	9,720 00	10,800 00	1,740 00	22,260 00
Trenton and Delaware Bridge Company, . .	24,500 00	. . . . .	3,500 00	28,000 00
Kensington and Tacony Railroad, ...	. . . . .	. . . . .	30 00	30 00
Connecting Railway, ...	59,460 00	76,698 00	. . . . .	136,158 00
Philadelphia and Trenton Railroad. . . .	. . . . .	49,410 00	9,371 69	58,781 69
United New Jersey Railroad and Canal Company.	1,036,557 20	2,124,040 00	816,058 41	3,976,655 61
Camden and Burlington County Railroad. .	21,000 00	22,915 50	500 00	44,415 50
Mt. Holly. Lamberton and Medford Railroad Company.	5,250 00	5,739 00	200 00	11,189 00
Vincentown Branch Railroad Company, . .	. . . . .	900 00	. . . . .	900 00
Rocky Hill Railroad and Transportation Company.	. . . . .	1,122 00	100 00	1,222 00
Total rentals—A., ...	$1,238,237 20	$2,432,653 00	$5,216,467 85	$8,887,358 05

RENTALS PAID—CONTINUED.

B. RENTS PAID FOR LEASE OF OTHER PROPERTY.

DESIGNATION OF PROPERTY.	SITUATION OF PROPERTY LEASED.	NAME OF COMPANY OWNING PROPERTY LEASED.	ITEM.	TOTAL.
Tracks,	Washington avenue, Philadelphia.	Philadelphia, Wilmington and Baltimore Railroad.	$4,800 00	
	Cumberland, Md.,	West Virginia, Central and Pittsburgh Railroad.	250 00	
	Pittsburgh, Pa.,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway.	3,600 00	
	Falls Creek, Pa.,	Allegheny Valley Railroad,	80 00	
	York, Pa.,	Northern Central Railway,	250 00	
	Perth Amboy, N. J.,	Central Railroad of New Jersey.	12,999 96	
Total,				$21,979 96
Terminals.	Station Fall's Creek, Pa.,	Allegheny Valley Railway,	$120 00	
	Station Clermont, Pa.,	Western New York and Pennsylvania Railroad.	40 00	
	Turntable Clermont, Pa.,	Western New York and Pennsylvania Railroad.	40 00	
	Philadelphia, Pa.,	Philadelphia, Wilmington and Baltimore Railroad.	1,000 00	
	West Chester, Pa.,	Philadelphia, Wilmington and Baltimore Railroad.	459 00	
	Cumberland, Md.,	West Virginia, Central and Pittsburgh Railroad.	1,000 00	
	Corry, Pa.,	New York, Lake Erie and Western Railroad.	300 00	
	Erie, Pa.,	Lake Shore and Michigan Southern Railroad.	1,393 34	
	York, Pa.,	Northern Central Railway,	120 00	
	Landenberg, Pa.,	Baltimore and Ohio Railroad.	120 00	
Total,				13,592 34
Total rental—B,				$35,572 30
Grand total rentals paid—A and B,				$8,922,930 35

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$74,591,735 01	Capital stock,	$129,294,400 00
Cost of equipment,	38,144,186 50	Pennsylvania Railroad Division Scrip, May 31, 1893.	15,113 00
Bonds of other companies owned,	35,763,558 64	Funded debt,	82,625,374 05
Stocks of other companies owned,	81,949,517 19	Current liabilities,	21,056,637 92
Other permanent investments,	135,208 28	Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company, guarantee, stock and bonds.	1,882,550 00
Girard Life and Trust Company, trustee, supplies and equipment, account of equipment, trust gold loan.	3,367,336 69	Securities United New Jersey Railroad and Canal Company.	3,283,460 25
Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad Company cost as represented by guarantee, stock and bonds.	1,882,550 00	Fund for purchase of securities guaranteed by Pennsylvania Railroad Company created October 9, 1878.	4,420,850 03
United Northern Railroad and Canal Company's securities.	3,283,460 25	Sinking fund, Pennsylvania Railroad Company, consolidated mortgage bonds.	4,690 240 00
Managers of trust created October 7, 1878.	4,420,850 03	Profit and loss,	26,510,501 28
Cash and current assets,	24,195,576 75		
Other assets:			
Sinking fund,	2,918,260 00		
Sundries,	122,525 96		
Materials and supplies,	3,004,361 23		
Total,	$273,779,126 53	Total,	$273,779,126 53

17-9-94

IMPORTANT CHANGES DURING THE YEAR.

No. 1. Lyon's Run branch put in operation,		3.87
Tyrone and Clearfield railway extended,		5.19
New York Bay railroad extended,		.09
Pennsylvania Schuylkill Valley railroad extended,		.42
Cambria and Clearfield railroad extended,		.09
Western Pennsylvania railroad extended,		2.88
Southwest Pennsylvania railway extended,		2.91
Pittsburgh, Virginia and Charleston railway extended,		1.23
Philadelphia, Germantown and Chestnut Hill railroad extended,		5.96
Total extension,		22.64
Pennsylvania railroad main line mileage increased by remeasurement,	.01	
West Chester railroad mileage increased by remeasurement,	.22	
		.23
		22.87
Filbert street extension decreased account remeasurement,		.03
Frazer branch decreased account remeasurement,		.20
Mifflin and Centre County railroad, previous report not correct,		.12
Bald Eagle Valley railroad decreased account remeasurement,		.60
		.95

No. 2. Agrement made with Philadelphia and Beach Haven railroad to operate railroad.

No. 3. Long Branch railroad sold under foreclosure and reorganized under name of Philadelphia and Beach Haven Railroad Company and Barnegat City Railroad Company. The former road only being operated by the Pennsylvania Railroad Company. Mileage decreased, ... 8.41

Total decrease,	9.36
Net increase,	13.51

No. 4. $549,550 stock issued by conversion of scrip, issued for part dividend of May, 1893; $225,000 Pennsylvania railroad real estate bonds issued; $226,781 real estate mortgages created.

No. 6. $207,000 P., W. and B. R. R. stock trust certificates paid off; $20,000 equipment trust bonds paid off.

CONTRACTS, AGREEMENTS, ETC.

1. Express business done by Adams Express Company under contract.
2. United States mails carried under regulations of United States Government.
3. Sleeping, parlor and dining cars furnished by Pullman's Parlor Car Company.
4. Agreement with International Navigation Company, dated October 10, 1884, and January 13, 1886.

5-6. Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfol kRailroad Company. The Philadelphia, Wilmington and Baltimore Railroad Company and the Pennsylvania Railroad Company dated May 23, 1882. Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad Company dated September 26, 1883.

Agreement between the West Virginia Central and Pittsburg railway, Piedmont and Cumberland railway, and the Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Huntingdon and Broad Top Mountain Railroad Company and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the Pennsylvania Railroad Company in Maryland and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between the West Virginia Central and Pittsburg railway, Piedmont and Cumberland railway, Pennsylvania Company in Maryland, Huntingdon and Broad Top Mountain Railroad Company, and Pennsylvania Railroad Company, dated May 21, 1886.

Agreement between Pennsylvania Railroad Company, Martin's Creek Railway of Pennsylvania, Martin's Creek Railway of New Jersey, and the Bangor and Portland Railway Company, dated April 15, 1885.

7. Agreement with Western Union Telegraph Company, September 20, 1881.

SECURITY FOR FUNDED DEBT.

General mortgage—Executed July 1, 1867, to Wistar Morris and Josiah Bacon, in trust Pittsburgh, Harrisburg, 248.26 miles.

Leasehold interest in Harrisburg, Portsmouth, Mt. Joy and Lancaster Railroad connecting at Harrisburg and extending to Dillerville and Columbia in Pennsylvania, 53.90 miles.

From last named Point to Philadelphia, 81.15 miles.

Branches, 130.28 miles.

Equipment and property of all kinds excepting the following which appear fully described in the mortgage. First. Certain real estate in Twenty-fourth ward of city of Philadelphia. Second. The Stenbenville extension in the city of Pittsburgh. Third. Two certain lots or pieces of ground in city of Pittsburgh.

Consolidated mortgage—Executed July 1, 1873, to Wistar Morris, Josiah Bacon and Edmund Smith, in trust covering same property as described in the general mortgage with the addition of following items Delaware Extension. Philadelphia. Leasehold interest in the United Railroad and Canal Company of New Jersey, Philadelphia and Trenton Railroad Company, connecting Railway Company excepting Harsmire's Cove property, Jersey City, New Jersey. Real estate Hoboken, New Jersey and all other real estate not occupied or necessary for use of the canal or its feeder or railroad so leased; leasehold interest in the Philadelphia and Erie Company and certain securities covered by this mortgage and charged at a valuation of $54,025,301.16.

Navy yard mortgage—Dated January 1, 1876, covering certain real estate situated on the Delaware river in Philadelphia. Mortgage executed to the Fidelity Insurance, Trust and Safe Deposit Company in trust.

Philadelphia, Wilmington and Baltimore Railroad Company, stock, trust certificate issued by the Pennsylvania Company for Insurance on Lives and Granting Annuities. } Secured by deposit of 160,000 shares of the capital stock of the Philadelphia, Wilmington and Baltimore Railroad Company at par value $50 per share and contract of the Pennsylvania Railroad Company, made July 1, 1881.

Collateral trust loan—Secured by deed of trust dated June 1, 1883, to the Provident Life and Trust Company in trust with securities deposited with the trustee for the redemption of the loan amounting to the par value of $13,845,000.

Equipment trust gold coupon Bonds—Lieu upon 6,000 cars purchased with proceeds of sale of bonds, and upon other cars that may be purchased under terms of sinking fund cars held by Girard Life Insurance Annuity and Trust Company of Philadelphia, as trustee.

Real estate coupons and registered bonds—Secured by mortgage, May 1, 1893, to the Farmer's Loan and Trust Company, New York, trustee covering certain wharf and pier property in city of New York.

EMPLOYEES AND SALARIES.

CLASS.	NUMBER.	TOTAL YEARLY COMPENSATION.	AVERAGE DAILY COMPENSATION.
General Officers,	35	$279,700 00	
Other Officers,	211	493,594 80	
General Office Clerks,	1,739	1,514,249 66	$2 42
Station Agents,	805	418,738 00	1 73
Other Station Men,	6,088	3,237,390 86	1 70
Enginemen,	1,843	2,049,116 25	3 75
Firemen,	1,919	1,120,348 80	1 92
Conductors,	1,440	1,394,865 36	3 24
Other Trainmen,	5,194	2,749,008 08	1 82
Machinists,	2,494	1,843,999 11	2 51
Carpenters,	2,941	1,769,578 10	2 10
Other Shopmen,	4,867	2,429,137 08	1 71
Section Foremen,	615	342,118 20	1 70
Other Trackmen,	8,250	3,109,461 30	1 10
Switchmen, Flagmen, and Watchmen,	2,295	1,112,654 57	1 60
Telegraph Operators and Dispatchers,	1,595	972,356 85	2 15
Employees—account Floating Equipment,	540	373,397 04	2 32
All other Employees and Laborers,	6,130	2,400,508 60	1 40
Total,	49,001	$27,610,222 66	$1 84
Distribution of Above:			
General Administration,	2,110	$2,361,419 46	$3 10
Maintenance of Way and Structures,	11,674	4,709,019 97	1 23
Maintenance of Equipment,	12,708	6,875,171 94	1 87
Conducting Transportation,	22,509	13,664,611 29	2 03
Total,	49,001	$27,610,222 66	$1 84

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	COLUMN FOR TONNAGE, NUMBER PASSENGERS, NUMBER TRAINS, MILEAGE, NUMBER CARS.	COLUMN FOR REVENUE AND RATES. Dollars and cents.	Mills
Passenger Traffic:			
Number of passengers carried earning revenue,	40,704,330		
Number of passengers carried one mile.	748,872,408		
Average distance carried (miles),	18.39		
Total passenger revenue,		$14,923,062 15	
Average amount received from each passenger,		36	6.62
Average receipts per passenger per mile,		1	9.93
Estimated cost of carrying each passenger one mile,		1	5.37
Passenger earnings per mile of road,		6,852 85	
Passenger earnings per train mile,		1 22	0.70
Freight Traffic:			
Number of tons carried of freight earning revenue,	45,080,919		
Number of tons carried one mile,	6,471,866,950		
Average distance haul of one ton (miles),	144		
Total freight revenue,		39,251,210 55	
Average amount received for each ton of freight,		87	0.68
Average receipts per ton per mile,		0	6.07
Estimated cost of carrying one ton one mile,		0	4.48
Freight earnings per mile of road.		14,779 04	
Freight earnings per train mile,		1 92	4.04
Passenger and Freight:			
Passenger and Freight earnings.		57,451,479 09	
Passenger and Freight earnings per mile of road,		21,631 89	
Expense per mile of road,		15,438 93	
Total earnings per mile of road, including Mails, Express, etc.,		21,998 51	
Number of passenger trains,	389,965		
Number of freight trains,	445,052		
Number of mixed trains,	25,195		
Train Mileage:			
Miles run by passenger trains,	14,908,880		
Miles run by freight trains,	20,400,355		
Total mileage of trains earning revenue.	35,309,235		
Miles run by switching trains,	10,298,317		
Miles run by construction and other trains.	953,064		
Grand total train mileage,	46,560,616		
Average number of freight cars in train,	30,142		
Average number of loadad cars in train,	18,840		
Average nnmber of empty cars in train,	11,302		
Average number of tons of freight in train.	317,247		
Average number of tons of freight in each loaded car,	16,839		

	P. R. R. Div.	U. R R. of N. J. Div.	P. & E. R. R. Div.
Average speed adopted by ordinary passenger trains (miles per hour),	38	30	25
Average speed adopted by ordinary express trains (miles per hour),	38	40	—
Average speed adopted by ordinary freight trains (miles per hour),	15	18	12

FREIGHT TRAFFIC MOVEMENT.

COMMODITY.		FREIGHT ORIGINATING ON THIS ROAD. WHOLE TONS.	FREIGHT RECEIVED FROM CONNECTING ROADS AND OTHER CARRIERS. WHOLE TONS.	TOTAL FREIGHT TONNAGE.	
				Whole tons.	Per cent.
Products of agriculture.	Grain,	86,001	1,149,596	1,235,597	2.74
	Flour,	133,240	587,031	720,271	1.60
	Other mill products,	47,877	284,030	331,907	.74
	Hay,	37,537	313,219	350,756	.78
	Tobacco,	16,686	37,300	53,986	.12
	Cotton,	1,708	105,510	107,218	.24
	Fruit and vegetables,	115,670	310,806	426,476	.95
	Other articles,	99,828	164,284	264,112	.59
Products of animals.	Live stock,	66,075	385,980	452,055	1.00
	Dressed meats,	7,569	138,799	146,368	.32
	Other packing-house products,	9,218	141,068	150,286	.33
	Poultry, game and fish,	13,813	46,149	59,962	.13
	Wool,	6,229	13,953	20,182	.04
	Hides and leather,	51,542	72,286	123,828	.27
	Other articles,	340,674	166,650	507,324	1.13
Products of mines.	Anthracite coal,	2,793,322	5,652,246	8,445,568	18.73
	Bituminous coal,	7,975,812	4,722,051	12,697,863	28.17
	Coke,	2,277,951	247,647	2,525,598	5.60
	Ores,	189,301	1,070,931	1,260,232	2.80
	Stone, sand and other like articles,	2,350,793	878,266	3,229,059	7.16
	Other articles,	104,435	71,013	175,448	.39
Products of forest.	Lumber,	836,551	1,214,698	2,051,249	4.55
	Other articles,	233,204	148,127	381,331	.85
Manufacturers.	Petroleum and other oils,	164,368	351,924	516,292	1.15
	Sugar,	201,766	47,611	249,377	.55
	Naval stores,	1,160	5,719	6,879	.02
	Iron, pig and bloom,	1,443,970	608,658	2,052,628	4.55
	Iron and steel rails,	208,476	68,640	277,116	.61
	Other castings and machinery,	804,413	538,945	1,343,358	2.98
	Bar and sheet metal,	233,998	330,068	564,066	1.25
	Cement, brick and lime,	428,944	344,097	773,041	1.71
	Agricultural implements,	2,138	13,633	15,771	.04
	Wagons, carriages, tools, etc.,	4,642	11,807	16,449	.04
	Wines, liquors and beers,	108,616	53,561	162,177	.36
	Household goods and furniture,	30,755	30,662	61,417	.14
	Other articles,	1,253,386	1,443,880	2,697,266	5.98
	Merchandise,	155,620	125,951	281,571	.62
	Miscellaneous: Other commodities not mentioned above,	228,900	117,935	346,835	.77
	Total tonnage,	23,066,188	22,014,731	45,080,919	100.00

DESCRIPTION OF EQUIPMENT.

ITEM.	NUMBER ADDED DURING YEAR.	TOTAL NUMBER AT END OF YEAR.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	9	478	478	Westinghouse,	465	Janners.
Freight,	0	1,103	1,103	do.	7	do.
Switching,	2	224	224	do.	43	do.
Total,	11	1,805	1,805		515	
Cars in passenger service:						
First-class passenger cars,	7	1,015	1,015	do.	1,015	do.
Second-class passenger cars,	0	65	65	do.	65	do.
Combination passenger cars,	11	215	215	do.	215	do.
Emigrant cars,	0	59	59	do.	59	do.
Dining cars,	2	11	11	do.	11	do.
Parlor cars,	*	*10	10	do.	10	do.
Baggage, express and postal cars,	58	372	372	do.	372	do.
Other cars in passenger service,	.....	2	2	do.	2	do.
Total,	78	1,749	1,749		1,749	
Cars in freight service:						
Box cars,	.....	19,993	12,281	do.	12,423	do.
Flat cars,	.....	17	13	do.	4	do.
Stock cars,	.....	2,929	1,523	do.	1,565	do.
Coal cars,	294	†36,908	5,097	do.	8,119	do.
Tank cars,	.....	1,087	0	do.	.....	do.
Refrigerator cars,	.....	752	326	do.	326	do.
Total,	294	61,686	19,240		22,437	
Cars in Company's service,	.....	13	13	do.	13	do.
Gravel cars,	.....	1,122	638	do.	0	do.
Derrick cars,	.....	70	11	do.	0	do.
Caboose cars,	4	816	2	do.	2	do.
Other road cars,	44	1,824	46	do.	13	do.
Total,	48	3,845	710		28	
Cars contributed to fast freight line service,	0	7,306	4,049	do.	4,055	do.
Total owned,	182	74,586	13,170	do.	13,882	do.
Cars leased,	238	21,557	9,529	do.	10,332	do.
Grand total,	420	96,143	22,699		24,214	

* One parlor car sold to W. J. R. R. and number dropped from classification.

* One parlor car changed to dining car and number dropped from classification.

† Eighteen four wheel coal cars dropped from classification.

MILEAGE.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract or otherwise.	Total mileage operated.	Total mileage operated in Pennsylvania.	New line constructed during year.	RAILS. Iron.	RAILS. Steel.	AVERAGE WEIGHT OF RAIL PER YARD. Iron.	AVERAGE WEIGHT OF RAIL PER YARD. Steel.
Miles of single track,	329.66	197.70	2,127.51	2,654.87	2,215.91	13.51	105.14	2,549.73	40 to 60 lbs.	70 to 100 lbs.
Miles of second track,	329.66	63.13	372.12	764.91	664.04	2.13	.17	764.74		
Miles of third track.	211.75	7.74	109.92	329.41	273.84	8.70	. . . . .	329.41		
Miles of fourth track,	120.46	. . . . .	99.88	220.34	164.66	17.75	. . . . .	220.34		
Miles of yard track, sidings and spurs,	440.39	134.83	1,056.98	1,632 20	1,285.16	33.79	277.30	1,854.90		
Total mileage operated (all tracks).	1,431.92	403.40	3,766.41	5,601.73	4,603.61	75.88	382.61	5,219.12		

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.

Kind.	Tons.	Weight per yard.	Average price per ton at distributing point.
Steel,	202	70 pounds,	$27 00
	10,577	85 pounds,	27 00
	26	100 pounds,	27 00
Total steel,	10,805	. . . . .	. . . . .

NEW TIES LAID DURING YEAR.

Kind.	Number.	Average price at distributing point.
Oak, No. 1,	208,131	$0 65
Oak, No. 2,	129,844	50
Oak, No. 3,	47,010	40
Total.	384,985	00 57

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	Trainmen.		Switchmen, Flagmen, and Watchmen.		Other Employees.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	9	582	.....	2	1	21	10	605
Falling from trains and engines,	21	164	1	3	2	15	24	182
Overhead obstructions,	.....	33	.....	.....	.....	1	.....	34
Collisions,	7	84	.....	1	1	34	8	119
Derailments,	3	21	.....	.....	.....	3	3	24
Other train accidents,	5	19	.....	.....	.....	.....	5	19
At highway crossings,	.....	.....	.....	1	2	.....	2	1
At stations,	.....	23	.....	.....	1	147	1	170
Other causes,	22	630	8	22	34	589	64	1241
Total,	67	1,556	9	29	41	810	117	2,395

KIND OF ACCIDENT.	PASSENGERS.		OTHERS.					
			Trespassers.		Not Trespassing.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	.....	82	5	4	.....	4	5	8
Derailments,	.....	19	4	.....	.....	.....	4	.....
Other train accidents,	.....	8	.....	6	.....	.....	.....	6
At highway crossings,	.....	.....	.....	1	24	55	24	56
At stations,	2	127	1	3	3	4	4	7
Other causes,	11	113	297	465	5	19	302	484
Total,	13	349	307	479	32	82	339	561

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	196	196
Number iron	172	172
Number wooden,	46	46
Trestles:		
Number,	24	24
Aggregate length (feet),	2,507	2,507
Tunnels:		
Number,	8	8
Maximum length (feet),	3,593	3,593
Minimum length (feet),	284	284
Aggregate length of all tunnels (feet),	8,956	8,956
Telegraph:		
Miles of line owned by this company,	498.52	498.52
Miles of wire owned by this company,	4,123.08	4,123.08
Miles of line operated by this company,	498.52	498.52
Miles of wire operated by this company,	4,123.08	4,123.08

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.

By what authority incorporated: Chartered by the State of Pennsylvania, April 7, 1870, and amendments thereto, enacted February 18, 1871, and April 10, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	June 4, 1895.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
John E. Davidson,	Pittsburgh,	do.
Henry H. Houston,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Charles E. Pugh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 5, 1894.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	John P. Henderson,	Pittsburgh.
Consulting Engineer,	F. Slataper,	Pittsburgh.
Chief Engineer,	Thomas Rodd,	Pittsburgh.
General Counsel,	J. J. Brooks,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElvey,	Pittsburgh.
Auditor, Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor, Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor, Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh, Fort Wayne and Chicago railway.	Pittsburgh,	Chicago, Ill.,	468.32	48.74
Cummings Branch,	South Chicago, Ill.,	Cummings, Ill.,	1.57	
Massillon and Cleveland railroad,	Massillon, O.,	Chippewa, O.,	12.23	
New Castle & Beaver Valley railroad,	Homewood, Pa.,	New Castle, Pa.,	14.98	14.98
Erie and Pittsburgh railroad,	New Castle, Pa.,	Girard Junction, Pa.,	81	81
Dock Branch at Erie, Pa.,	Junct. with main line,	State Street,	3.47	3.47
Pittsburgh, Youngstown and Ashtabula railroad.	Kenwood, Pa.,	Ashtabula Harbor, O.,	99.00	27.78
Canfield Branch,	Junction, New Haselton, O.	Youngstown Tube Works, O.	1.29	
Alliance Branch,	Niles, O.,	Alliance Junction, O.,	24.90	
Cleveland and Pittsburgh railroad,	Rochester, Pa.,	Cleveland, O.,	123.80	14.93
River Division,	Yellow Creek, O.,	Bellaire, O.,	43.44	
Tuscarawas Branch,	Bayard, O.,	New Philadelphia, O.,	31.10	
Pittsburgh, Ohio Valley and Cincinnati railroad.	Bellaire, O.,	Powhatan, O.,	15.27	
Toledo, Walholding Valley and Ohio railroad.	Coshocton, O.,	West Londonville,	45.42	
	Toledo Junction, O.,	Toledo, O.,	79.98	
South Chicago and Southern railr'd,	Colehour Junct'n, Ill.,	Pittsburgh, Cincinnati, Chicago and St. Louis Railway Junct'n, Ill.	9.32	
Hammond Branch,	Hegewisch, Ill.,	Indiana State Line,	.93	
State Line and Indiana City railway,	Illinois State Line,	East Chicago, Ind,	7.50	
Indianapolis and Vincennes railroad,	Indianapolis, Ind.,	Vincennes, Ind.,	116.92	
Bushrod Branch,	Bushrod, Ind.,	Duggersville, Ind.,	11.88	
Gosport Branch,	Gosport, Ind.,	Stinesville, Ind.,	4.31	
Union railway,	Indianapolis, Ind.,		.12	
Lake Shore and Michigan Southern railway.	Girard Junction, Pa.,	Erie, Pa.,	16.74	16.74
Total mileage operated,			1,213.49	207.64

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of real estate,	$1,236,987 43	Capital stock,	$21,000,000 00
Cost of equipment,	5,570,497 15	Funded debt,	25,560,309 00
Bonds of other companies owned,	5,405,588 02	Current liabilities,	5,200,230 20
Stocks of other companies owned,	25,625,681 99	Accrued principal on car trust equipment not yet payable,	190,939 91
Other permanent investments,	2,532,895 43	Accrued interest on funded debt not yet payable.	37,169 23
Betterments to leased roads,	2,004,324 61	Due lessor companies for supplies,	831,831 58
Car trust equipment,	2,360,309 00	Profit and loss,	3,102,588 02
Cash and current assets,	8,060,800 39		
Other assets:			
Sinking fund,	2,870,000 00		
Sundries,	255,983 92		
Total,	$55,923,067 94	Total,	$55,923,067 94

IMPORTANT CHANGES DURING THE YEAR.

The State Line and Indiana City Railway was extended ninety-two one-hundredth mile, and correction was made in the records showing apparent increase of two one-hundredth mile in that part of the T., W., V. & O. R. R. between Coshocton and West Londonville, Ohio, the same being 45.42 miles, instead of 45.40 miles, as reported last year.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Sinking fund four and one-half per cent. first mortgage bonds. The contributions to this fund are one per cent. per annum on outstanding bonds, and interest on such bonds as shall have been purchased with same fund.

Sinking fund six per cent registered bonds. The contribution to this fund is the remainder of $280,000.00 (being dividend of seven per cent. on $4,000,000.00 Pittsburgh, Fort Wayne and Chicago Company Betterment stock), after paying the quarterly interest on outstanding bonds.

PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Date of organization: May 15, 1858, name changed March 20, 1865.

By what authority incorporated: Laws of the State of Pennsylvania, April 21, 1858; April 12, 1859; March 29, 1860; March 20, 1865; May 1, 1861; April 10, 1863; April 11, 1866; April 6, 1869; April 2, 1870; May 9, 1870; June 28, 1871; April 2, 1872.

Operated by the Philadelphia and Reading Railroad Company, Lessees; Lehigh Valley Railroad Company from July 1, 1893, to August 1, 1893; Lehigh Valley Railroad Company from August 1, 1893, to June 30, 1894.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January, 1895.
Robt. H. Sayre,	South Bethlehem,	do.
John B. Garrett,	Philadelphia,	do.
W. H. Sayre,	South Bethlehem,	do.
Robt. Lockhart,	South Bethlehem,	do.
James I. Blakslee,	Mauch Chunk,	do.
Albert Lewis,	Bear Creek,	do.
Warren A. Wilbur,	South Bethlehem,	do.
George H. Myers,	Bethlehem,	do.
John Fritz,	South Bethlehem,	do.
Jas. W. Fuller,	Catasauqua,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: 228 South Third street, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem.
Vice President,	Chas. Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	South Bethlehem.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary,	John R. Fanshawe,	Philadelphia.
Treasurer,	W. C. Alderson,	Philadelphia.
Comptroller,	Isaac McQuilken,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania & New York Canal and Railroad Company.	Wilkesbarre,	State Line,	Philadelphia & Reading Railroad Company from July 1 to July 31, 1893, and by Lehigh Valley Railroad Company from August 1, 1893, to June 30, 1894.	96.53	96.53
Sundey Branches,	Various,	Various.		41.61	41.61
Total mileage,				138.14	138.14

Road operated by the Philadelphia and Reading Railroad Company, lessees of Lehigh Valley Railroad Company from July 1, 1893, to August 1, 1893; and Lehigh Valley Railroad Company from August 1, 1893, to June 30, 1894.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$8,146,745 70	Capital stock,	$1,061,700 00
Lands owned,	130.668 75	Funded debt,	10,000,000 00
Profit and loss,	2,887,960 25	Current liabilities,	103,674 70
Total,	$11,165,374 70	Total,	$11,165,374 70

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	191	191
Number iron,	58	58
Number wooden,	6	6
Number combination,	1	1
Trestles:		
Number,	2	2
Aggregate length (feet),	582	582
Tunnels:		
Number,	1	1
Maximum length(feet),	3,902	3,902
Minimum length(feet),	3,902	3,902
Aggregate length of all tunnels (feet),	3,902	3,902

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Three million dollars of consolidated mortgage bonds are reserved to provide for payment of same, amount of first mortgage seven per cent. bonds at dates of maturity.

PENNSYLVANIA, POUGHKEEPSIE AND BOSTON RAILROAD COMPANY.

Date of organization: September 7, 1887.

By what authority incorporated: State of New York, general railroad incorporation acts. Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: The South Mountain and Boston Railroad Company, New Jersey, March 13, 1873. Name changed to Pennsylvania and New England Railroad Company. The present company is successor to the Pennsylvania, Slatington and New England Railroad Company, which was organized June 20, 1882, by consolidation of the Pennsylvania and New England Railroad Company and the Delaware and Slatington Railroad Company, incorporated September 9, 1882, under Pennsylvania act of April 4, 1868.

The property was sold under foreclosure April 20, 1887, and purchased by the present company.

December 20, 1890, the Slate Valley railroad was merged with the Pennsylvania, Poughkeepsie and Boston Railroad Company under present name.

Operated by the Lehigh Valley railroad and N. Y., S. & W. R. R.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jos. F. Sinnott,	Philadelphia,	First Monday in September, 1894.
Wm. B. Scott,	do.	do.
Wm. W. Gibbs,	do.	do.
Henry H. Kingston,	do.	do.
Wm. T. Carter,	do.	do.
Randall Morgan,	do.	do.
Alfred N. Chandler,	do.	do.

Date of last meeting of stockholders for election of directors: September 4, 1893.

Postoffice address of general office: 411 Walnut street.

Postoffice address of operating company: Lehigh Valley Railroad Company, Philadelphia; N. Y., S. & W. R. R. Co., N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
Receiver,	Henry H. Kingston,	Philadelphia,
President,	Wm. W. Gibbs,	do.
Secretary,	Morris R. Bockius,	do.
Treasurer,	Joseph R. Sagee,	do.
Auditor,	E. J. Fallon,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania, Poughkeepsie and Boston railroad.	Slatington, Pa.	Benders, Pa.,	Lehigh Valley Railroad Company.	14.28	14 28
	Penn Argyle, Pa.	Hainesburg, N. J.	Lehigh Valley Railroad Company.	12.25	9.96
	Swartswood Junct., N.J.	Liberty Corners. N.Y.	New York S. and W. Railroad Company.	21.22	
	Howers Branch, Pa.	Howerton, Pa.	Lehigh Valley Railroad Company.	.80	.80
Total mileage,				48.57	24.84

The line from Slatington to Fends Junction, Pa., 14.28 miles; from Pen Argyle, Pa., to Hainesburg, N. J., 12.27 miles; from Hower's Branch, Pa., to Howerton, Pa., .80 mile; total, 27.35 miles.

Has been leased during the year to the Lehigh Valley Railroad Company at a nominal rental of $1,200 per annum and maintenance of the roadway during the period of the receivership.

The line from Hainesburg Junction to Pine Island, N. Y., 25 miles, including 3.78 miles of Campbell Hall Connecting Railroad Company, has been leased to the N. Y., S. & W. during the same period for maintenance of roadway.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,822,872 81	Capital stock,	$2,000,000 00
Cost of equipment,	506,910 00	Funded debt.	2,316,069 57
Bonds of other companies owned,	247,264 00	Current liabilities,	1,377,153 59
Stocks of other companies owned,	1 00		
Cash and current assets,	22,469 78		
Profit and loss,	1,093,700 57		
Total,	$5,693,223 16	Total.	$5,693,223 16

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD	IN PENNSYLVANIA
Bridges:		
Number iron,	14	10
Trestles:		
Number,	68	1
Aggregate length (feet),	2,293	10
Telegraph:		
Miles of line operated by Western Union Telegraph Company.	51.50	24.04
Miles of wire operated by Western Union Telegraph Company,	51.50	24.04

Gauge of track, ... 4 ft. 8 1-2 in.

PENNSYLVANIA SCHUYLKILL VALLEY RAILROAD COMPANY.

Date of organization: June 1, 1883.

By what authority incorporated: General law, April 4, 1868.

If a consolidated company, name the constituent companies: Philadelphia, Norristown and Phoenixville Railroad Company; Phoenixville, Pottstown and Reading Railroad Company and Phoenixville and West Chester Railroad Company were consolidated June 1, 1883, forming Pennsylvania Schuylkill Valley Railroad Company.

The Reading and Pottsville Railroad Company was consolidated with the Pennsylvania Schuylkill Valley Railroad Company October 29, 1885, under agreement dated October 7, 1885.

The Pottsville and Mahanoy Railroad Company was consolidated with the Pennsylvania Schuylkill Valley Railroad Company November 29, 1886, under agreement dated November 8, 1886.

The Girardville Railroad Company was consolidated with the Pennsylvania Schuylkill Valley Railroad Company June 1, 1893, under agrement dated April 12, 1893.

All these companies were organized under general law of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 7, 1895
J. C. Bright,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos. R. Little,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry Eppiheimer,	Reading, Pa.,	do.
Heber S. Thompson,	Pottsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 8, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Pugh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Bail,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pennsylvania Schuylkill Valley Railroad.	Philadelphia.	New Boston,	Pennsylvania Railroad Company.	101.30	101.30
	Branches, . .	. . . . .	. . . . .	28.92	28.92
Total mileage, ...	. . . . .	. . . . .	. . . . .	130.22	130.22

Lease to the Pennsylvania Railroad Company for fifty years from December 1, 1885. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$14,157,000 02	Capital stock,	$7,117,450 00
Stocks of other companies owned,	124 16	Funded debt,	7,000,000 00
Cash and current assets,	178,898 58	Current liabilities,	46,379 07
		Mortgage and ground rents payable.	250 01
		Profit and loss,	174,943 74
Total,	$14,336,022 82	Total,	$14,336,022 82

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	61	61
Number iron,	87	87
Number wooden,	14	14
Trestles:		
Number,	40	40
Aggregate length (feet),	12,420	12,420
Tunnels:		
Number,	2	2
Maximum length (feet),	813	813
Minimum length (feet),	748	748
Aggregate length of all tunnels (feet),	1,561	1,561
Telegraph:		
Miles of line owned by this company,	126.34	126.34
Miles of wire owned by this company,	345.80	345.80
Miles of line operated by the Pennsylvania Railroad Company,	126.34	126.34
Miles of wire operated by the Pennsylvania Railroad Company,	345.80	345.80

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

PENNSYLVANIA AND NORTHWESTERN RAILROAD COMPANY.

Date of organization: By merger approved by stockholders December 27, 1889, to take effect January 1, 1890.

By what authority incorporated: General railroad laws as follows: P. L. 1861, p. 702 to 704, approved May 16, 1861; P. L. 1869, p. 24 to 25, approved April 10, 1869; P. L. 1889, p. 205, approved May 13, 1889.

If a consolidated company, name the constituent companies: Bells Gap Railroad Company, act approved May 11, 1871, p. 737, supplement act May 17, 1871, P. L. 1871, p, 886; act March 29, 1872, P. L. 1872, p. 700.

The Clearfield and Jefferson Railway Company: Articles of association filed in the office of the Secretary of Commonwealth of Pennsylvania February 27, 1885.

Date of consolidation, December 27, 1889, to take effect January 1, 1890.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward J. Berwind,	Philadelphia,	February 20, 1895.
H. A. Berwind,	do.	do.
John H. Converse,	do.	do.
Aaron Fries,	do.	do.
Stephen Greene,	do.	do.
Samuel G. Lewis,	do.	do.
John Reilly,	do.	do.

Date of last meeting of stockholders for election of directors: February 5, 1894.

Postoffice address of general office: Room 301, Betz Building, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Edward J. Berwind,	Philadelphia.
Vice President,	Aaron Fries,	Philadelphia.
Secretary and Treasurer,	Frank S. Lewis,	Philadelphia.
Engineer. M. W.,	C. F. Moore,	Bellwood, Pa.
Counsel,	George W. Biddle,	Philadelphia.
Auditor,	C. K. Elder,	Bellwood, Pa.
General Manager,	Frank S. Lewis,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road in Pennsylvania.
	From—	To—	
Pennsylvania and North Western Railroad.	Bellwood, Blair county, Pa.	A point 3.165 feet west of Horatio, Jefferson county, Pa.	61.43
Stroud Branch,	Near Hommer's Station in Cambria county, Pa.	Coal Mines of Max Frick.	1.45
South Witmer Branch,	Irvona, Clearfield county, Pa.	Coal mine No. 1 and No. 2, Philadelphia Coal and Coke Company.	2.56
Elk Run Branch,	Punxsutawney, Jefferson county, Pa.	West Eureka mines Nos. 10, 11 and 12, Berwind, White C. M. Company.	6.04
Mahoning Branch,	End of Main Track,	Fordham, Jefferson county, Pa.	3.28
Total mileage operated,			74.76

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,109,391 04	Capital stock,	$2,250,000 00
Cost of equipment,	328,704 10	Funded debt,	1,893,000 00
Other assets:		Current liabilities,	237,646 32
Sundries,	1,377 76	Profit and loss,	68,826 58
Total,	$4,449,472 90	Total,	$4,449,472 90

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	16	16
Number wooden,	6	6
Trestles:		
Number,	2	2
Aggregate length (feet),	1,354	1,354
Telegraph:		
Miles of line owned by this company,	64.485	64.485
Miles of wire owned by this company,	125.225	125.225
Miles of line operated by this company,	64.485	64.485
Miles of wire operated by this company,	125.225	125.225

Gauge of track, ... 4 ft. 9 in.

PENN GAS COAL COMPANY'S YOUGHIOGHENY RAILROAD.

By what authority incorporated: The act of Assembly incorporating the Penn Gas Coal Company, approved March 4, 1861, and its several supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Dingee,	Philadelphia,	February 4, 1895.
D. Herbert Hostetter,	Pittsburg,	do.
John Reilly,	Philadelphia,	do.
E. Roberts, Jr.,	Philadelphia,	do.
John S. Chambers,	Trenton, N. J.,	do.

Date of last meeting of stockholders for election of directors: February 5, 1894.
Postoffice address of general office: 720, Reading Terminal Philadelphia, Pa.
Postoffice address of operating company: Penn Gas Coal Company, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. A. Dingee,	Philadelphia.
Secretary, Treasurer,	A. K. Gregory,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total milenge of road.	Total milenge of road in Pennsylvania.
	From—	To—		
Youghiogheny.	Irwin, ...	Sewickley, ...	10	10

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	6	6
Tunnels:		
Maximum length (feet), ...	640	640
Telegraph:		
Miles of line owned by this company, ...	10	10
Miles of wire owned by this company, ...	10	10
Miles of line operated by this company, ...	10	10
Miles of wire operated by this company, ...	10	10

Gauge of track, ... 4 ft. 9 in.

PEOPLE'S RAILWAY COMPANY.

Date of organization: May 24, 1865.

By what authority incorporated: Special act, April 4, 1865; April 28, 1871; February 10, 1872; March 14, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. A. Reilly, ...	Pottsville, Pa., ...	November 6, 1894.
Wm. D. Baber, ...	do.	do.
Frank Carter, ...	do.	do.
R. C. Luther, ...	do.	do.
Geo. S. Clemens, ...	do.	do.

Date of last meeting of stockholders for election of directors: November 7, 1893.

Postoffice address of general office: Pottsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President, ...	Thos. A. Reilly, ...	Pottsville, Pa.
Secretary, ... } Treasurer, ... }	Wm. D. Pollard, ...	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
People's Railway,	Pottsville,	Minersville,	461	461

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$98,004 34	Capital stock,	$100.000 00
Cost of equipment,	27,287 29	Funded debt,	36,000 00
Other permanent investments,	1,122 07	Current liabilities,	459 82
Cash and current assets,	22,150 84	Profit and loss,	12,104 72
Total,	$148,564 54	Total,	$148,564 54

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	3	3
Gauge of track,	4 ft. 8 1-2 in.	

PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.

By what authority incorporated: Laws of the State of Pennsylvania, under act of March 23, 1865.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
F. G. Stinson,	Norristown, Pa.,	Second Monday in January,	1895
John Slingluff,	Norristown, Pa.,	do.	do.
J. P. Hale Jenkins,	Norristown, Pa.,	do.	do.
Thos. B. Hillegas,	Red Hill, Pa.,	do.	do.
Noah D. Frank,	Red Hill, Pa.,	do.	do.
Chas. S. Woage,	Pennsburg, Pa.,	do.	do.
J. P. Hillegas,	Pennsburg, Pa.,	do.	do.
D. K. Graber,	Pennsburg, Pa.,	do.	do.
D. M. Cassellbury,	Lower Providence, Pa.,	do.	do.
John S. Rahn,	Perkiomenville, Pa.,	do.	do.
D. H. Rudy,	Perkiomenville, Pa.,	do.	do.
W. H Seipt,	Worcester, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: 318 De Kalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norrlstown, Pa.
Secretary and Treasurer,	Howard Boyd,	do.
Chief Engineer,	Geo. B. Boggs,	do.
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Comptroller,	Geo. B. Boggs,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Perkiomen Railroad,	Perkiomen Junction.	Emans Junction,	38.50	38.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,085,578 35	Capital stock,	$38,400 00
Cost of equipment,	4,257 03	Funded debt,	1,924,500 00
Cash and current assets,	82,194 98	Current liabilities,	1,030,635 39
Balance due on stock,	360 00		
Profit and loss,	821,245 03		
Total,	$2,993,635 39	Total,	$2,993,635 39

CONTRACTS, AGREEMENTS, ETC.

An agreement with the United States Express Company for the operation of the express business.

No contracts nor agreements. In the regular intercourse of business transactions there is a mutual arrangement in the proration of passenger and freight traffics, generally upon a mileage basis.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company, whereby this company has the right of its line for the transaction of railroad business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Number wooden,	14	14
Trestles:		
Number,	8	8
Aggregate length (feet),	2,900	2,900
Tunnels:		
Number,	1	1
Maximum length (feet,)	1,668	1,168
Minimum length (feet),	1,668	1,668
Aggregate length of all tunnels (feet).	1,668	1,668
Telegraph:		
Miles of line operated by this company } under contract,	37.25	37.25
Miles of wire operated by this company }		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	37.25	37.25
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	37.25	37.25

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: General mortgage loan of $2,250,000, which provides for the retirement of funded debt.

PERRY COUNTY RAILROAD COMPANY.

Date of organization: February 4, 1887.

By what authority incorporated: Under provisions of act of 1868, and supplements.

If a consolidated company, name the constituent companies: Perry County Railroad Company, chartered February 4, 1887.

Perry County Railroad Extension Company, Incorporated May 28, 1891.

Articles merger June 4, 1892.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. H. Smiley,	New Bloomfield,	First Monday, January, 1894.
John Wister,	Duncannon,	do. do.
L. O. Zimmerman,	Duncannon,	do. do.
Jas. Mellhenny,	New Bloomfield,	do. do.
H. C. Shearer,	New Bloomfield,	do. do.
B. F. Junkin,	New Bloomfield,	do. do.
S. W. Conn,	New Bloomfield,	do. do.
C. A. Barnett,	New Bloomfield,	do. do.
J. H. Sheibley,	New Bloomfield,	do. do.
Samuel Ebert,	Loysville,	do. do.
Dr. D. B. Milliken,	Landisburg,	do. do.
Abram Bower,	Falling Springs,	do. do.

Date of last meeting of stockholders for election of directors: Third Monday January, 1894.

Postoffice address of general office: New Bloomfield.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. H. Smiley,	New Bloomfield, Pa.
Vice President,	John Wister,	Duneannon, Pa.
Secretary,	Jas. W. Shull,	New Bloomfield, Pa.
Treasurer,	W. N. Seibert,	New Bloomfield, Pa.
Chief Engineer,	Dr. A. R. Johnston,	New Bloomfield, Pa.
Gen'l Solicitor, Att'y, or Counsel,	Jas. W. Shull,	New Bloomfield, Pa.
Auditor,	W. B. Sheibley,	New Bloomfield, Pa.
General Manager,	Chas. H. Smiley,	New Bloomfield, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania
	From—	To—		
Perry County Railroad,	Duneannon,	Landisburg,	22.6	22.6

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$210,759 98	Capital stock,	$95,900 00
Cost of equipment,	8,128 50	Funded debt,	108,000 00
Cash and current assets,	1,008 31	Current liabilities	3,391 53
		Profit and loss—balance,	12,605 26
Total,	$219,896 79	Total,	$219,896 79

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	23	23
Trestles:		
Number,	2	2
Aggregate length (feet),	1,210	1,210

Gauge of track, ... 4 ft. 8 1-2 in.

PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Date of organization: Chartered March 17, 1853.

By what authority incorporated: Chartered, special act March 17, 1853; amendments April 6, 1854; February 12, 1856; May 1, 1857; February 27, 1863; April 4, 1870.

If a consolidated company, name the constituent companies: Consolidation June 20, 1854, of the Philadelphia and Baltimore Central Railroad Company, chartered as above, and the Baltimore and Philadelphia Railroad Company.

Chartered in Maryland, May 28, 1852.

Consolidation October 31, 1881, of the Philadelphia and Baltimore Central Railroad Company and the West Chester and Philadelphia Railroad Company, chartered in Pennsylvania, April 11, 1848.

Amendments to charter in Pennsylvania of the West Chester and Philadelphia Railroad Company April 15, 1850; May 1, 1852; Jan. 7, 1853; January 29, 1853; May 23, 1853; April 20, 1853; February 27, 1854; May 8, 1854; March 30, 1855; May 3, 1855; February 6, 1856; March 11, 1857; May 13, 1857; May 16, 1857; April 8, 1858; April 1, 1861; April 12, 1861, March 23, 1865; April 12, 1867; April 3, 1869; April 14, 1869; April 13, 1870; April 3, 1872.

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company..

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
George B. Roberts,	Philadelphia,	January 14, 1895.
John P. Green,	Philadelphia,	do.
N. P. Shortridge,	Philadelphia,	do.
Samuel R. Dickey,	Oxford, Pa.,	do.
Joseph J. Martin,	Philadelphia,	do.
S. D. Ramsey,	West Chester, Pa..	do.
Samuel C. Rowland (Maryland State Director).	Port Deposit, Md..	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: The Philadelphia, Wilmington and Baltimore Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	George B. Roberts,	Philadelphia.
Secretary,	John C. Sims,	do.
Treasurer,	Robert W. Smith,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia and Baltimore Central railroad.	West Philadelphia.	Octorara Jc.,	Philadelphia, Wilmington and Baltimore Railroad Company.	62.62	53.29
	Wharves, . .	West Chester,	Philadelphia, Wilmington and Baltimore Railroad Company.	9.43	9.43
Branch, ...	B.W.Summit,	Kavlin w'ks,	Philadelphia, Wilmington and Baltimore Railroad Company.	1.63	1.63
Chester Creek railroad, . .	Lamokin, . .	Lenni, . . .	Philadelphia, Wilmington and Baltimore Railroad Company as agent for Philadelphia and Baltomore Central Railroad Company, Lessee, . . .	6.69	6.69
Total mileage, . . .	. . . . .	. . . . .	. . . . .	80.37	71.04

By agreement, the road (with its leased line) is operated by the Philadelphia, Wilmington and Baltimore Railroad Company as agent, that company paying over to the Philadelphia and Baltimore Central Railroad Company its entire net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$4,063,141 20	Capital stock, ...	$2,499,273 90
Stocks of other companies owned, .	1,100 00	Funded debt, ...	2,200,000 00
Lands owned, ...	293,822 37	Ground rents, ...	26,512 50
Cash and current assets, ...	536,308 20	Current liabilities, ...	6,335 81
		State of Maryland, ...	35,000 00
		Profit and loss, ...	127,249 56
Total, ...	$4,894,371 77	Total, ...	$4,894,371 77

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	5	4
Number iron, ...	54	49
Number wooden, ...	21	15
Trestles:		
Number, ...	6	6
Aggregate length (feet), ...	2,612	2,612
Telegraph:		
Miles of line operated by Philadelphia, Wilmington and Baltimore Railroad Company, ...	71.69	62.36
Miles of wire operated by Philadelphia, Wilmington and Baltimore Railroad Company, ...	95.90	86.57

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: An annual appropriation for a sinking fund for redemption of bonds due November 1, 1911, contingent upon purchase of bonds at or below par, not provided for in the mortgage, but no opportunity for such purchase has been presented, so that this provision has been inoperative.

What station houses, stock yards or other terminal facilities does this road use for which it pays arental? Name the parties to whom such property belongs: Rooms at Angora for station, from George and Robert Callaghan; rooms at Cheyney for station, from George A. Cheyney; rooms at Chester Heights for station, from Elizabeth Sharpless, et al.; use of engine house at West Chester, from Pennsylvania Railroad Company.

PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.

By what authority incorporated: An act to authorize the formation and regulation of railroad corporations, Approved April 4, A. D. 1868, and the acts supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. M. Singerly,	917 Chestnut st., Philadelphia,	January 8, 1895.
James Dobson,	26 N. Front st., Philadelphia,	do.
E. C. Knight, Jr.,	N. W. cor. Fourth and Chestnut sts., Philadelphia.	do.
Wharton Barker,	429 Chestnut st., Philadelphia,	do.
Charles H. Cramp,	Beach and Ball sts., Philadelphia,	do.
Walter F. Hagar,	233 Walnut st., Philadelphia,	do.
E. A. Hancock,	131 S. Second st., Philadelphia,	do.
Wm. H. Jenks,	328 Chestnut st., Philadelphia,	do.
Calvin Pardee,	Drexel Building, Philadelphia,	do.
Frank L. Neal,	307 Walnut st., Philadelphia,	do.
Francis B. Reeves,	20 S. Front st., Philadelphia,	do.

Date of last meeting of stockholders for election of directors: June 14, 1894.

Postoffice address of general office: Room 30, Merchants' Exchange, northeast corner of Third and Walnut streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Francis B. Reeves.	30 Merchants' Exchange, Phila.
Vice-President,	Walter F. Hagar,	30 Merchants' Exchange, Phila.
Secretary,	John J. Conley,	50 Merchants' Exchange, Phila.
Treasurer,	Richard Tull.	30 Merchants' Exchange, Phila.
General Solicitor, Attorney or Counsel.	John H. Wilson,	1036 Drexel Building, Phila.
General Manager,	Sidney Williams.	30 Merchants' Exchange, Phila.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main Line,	Allegheny avenue,	Bridesburg,	2.66	2.66
	Miscellaneous,	Sidings,	1.69	1.69
Under contract with Pennsylvania Railroad and River Front Railroad.	Callowhill street.	Tasker street,	2.00	2.00
Total mileage operated,			6.35	6.35

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$156,054 89	Capital stock,	$200,000 00
Cash and current assets,	13,889 61	Current liabilities,	1,434 49
Profit and loss,	31,489 99		
Total,	$201,434 49	Total,	$201,434 49

CONTRACTS, AGREEMENTS ,ETC.

Agreement dated May 2, 1892, with the Pennsylvania Railroad Company and the River Front Railroad Company for the transportation of the cars of the Philadelphia Belt Line Railroad Company on Delaware avenue and Sansom street, from Callowhill street to Tasker street, Philadelphia.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	3	3
Aggregate length (feet)	800	800

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Philadelphia Car Service Association.

PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplement.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. McKean,	Philadelphia,	First Monday in May, 1895.
A. J. Antelo,	do.	do. do.
W. R. Taylor,	do.	do. do.
J. M. Landis,	do.	do. do.
C. Heebner,	do.	do. do.
Hugh De Haven,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia and Chester Valley Railroad Company,	Bridgeport, Pa.,	Downingtown, Pa.,	21.50	21.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,087,969 91	Capital stock,	$755,100 00
Cash and current assets,	4,645 80	Funded debt,	380,510 00
Profit and loss,	104,245 42	Current liabilities,	56,744 83
		Accrued interest on funded debt not yet payable,	4,506 30
Total,	$1,196,861 13	Total,	$1,196,861 13

CONTRACTS, AGREEMENTS, ETC.

U. S. Mail. Rate per mile.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	5	5
Number wooden,	23	23
Telegraph:		
Miles of line operated by P. R. and P. Tel. Company,	20.5	20.5
Miles of wire operated by P. R. and P. Tel. Company,	20.5	20.5

Gauge of track, ... 4 ft. 8 1-2 in.

PHILADELPHIA AND ERIE RAILROAD COMPANY.

Date of organization: Chartered April 3, 1837, and organized during that year.

By what authority incorporated: State of Pennsylvania, act of April 3, 1837, and supplements thereto approved March 20, 1838; February 12, 1846; March 14, 1846; March 15, 1847; February 10, 1852; March 27, 1852; May 4, 1852; April 15, 1853; April 18, 1853; May 5, 1854; May 8, 1854; May 4, 1855; May 21, 1857; April 21, 1858; April 13, 1860; March 7, 1861; April 3, 1863; March 7, 1864; July 22, 1864; March 9, 1865; March 23, 1866; March 7, 1868; March 12, 1869; March 19, 1869; April 1, 1869; April 6, 1870, and May 24, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
*N. P. Shortridge.	Wynnewood, Pa.,	Second Monday in February, 1895.
*Jno. P. Green,	Philadelphia,	do.
*Sam'l G. Thompson,	do.	do.
*J. Bayard Henry,	do.	do.
*Wm. L. Elkins,	do.	do.
*Henry D. Welsh,	do.	do.
*Wm. J. Howard,	do.	do.
*Amos R. Little,	do.	do.
*Wm. H. Barnes,	do.	do.
*Jno. H. Catherwood,	do.	do.
†James McManes,	do.	do.
Wm. Johnston,	do.	do.
†W. S. P. Shields,	do.	do.

*Elected by the stockholders.

†Elected by Philadelphia City Councils.

Date of last meeting of stockholders for election of officers: February 12, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	N. P. Shortridge,	Philadelphia.
Secretary and Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia and Erie Railroad Company.	Sunbury, Pa.,	Erie, Pa.,	Pennsylvania Railroad Company.	287.56	287.56

Lease from the Philadelphia and Erie Railroad Company to the Pennsylvania Railroad Company executed January 6, 1862, to take effect from and after January 1, 1862, modified January 1, 1870, for the term of 999 years from January 1, 1862. The lessee to work, use, maintain, manage and efficiently operate and keep in public use the railroad of the party of the first part and its appurtenances, "with the exclusive right to manage and control said railroad and to regulate and determine rates of tolls, freight and charges for all the transportation over the whole or any part of said railroad," and to collect all said tolls and charges.

The lessee to repair and maintain in good order and condition for public use the railroad property and appurtenances, paying all operating and other expenses, including taxes and assessments levied or assessed by the laws of the United States or the State of Pennsylvania.

The surplus of gross receipts after the payment of expenses aforesaid to be aplied to defraying the cost of maintaining a proper and legal organization of the lessor company and the payment of interest on the funded debt of said lessor.

Whatever balance may remain after said payments to be paid to the lessor for its own use. The lessee is not to pay or become liable to pay in consequence of any deficiency of gross receipts for all or any part or either of the purposes to which it had been agreed that said surplus should be applied.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$50,451,580 79	Capital stock,	$10,385,000 00
Stocks of other companies owned,	43,314 00	Funded debt,	19,799,000 00
Cash and current assets,	325,053 61	Current liabilities,	42,253 13
		Sundry items,	5,218 50
		Profit and loss,	588,476 77
Total,	$30,819,948 40	Total,	$30,819,948 40

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	16	16
Number iron,	115	115
Number wooden,	30	30
Trestles:		
Number,	2	2
Aggregate length (feet),	164	164
Telegraph:		
Miles of line owned by this company,	289.59	289.59
Miles of wire owned by this company,	1,076.47	1,076.47
Miles of line operated by the Pennsylvania Railroad Company,	289.59	289.59
Miles of wire operated by the Pennsylvania Railroad Company,	1,076.47	1,076.47

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

PHILADELPHIA, GERMANTOWN AND CHESTNUT HILL RAILROAD COMPANY.

Date of organization: December 28, 1882.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Alexander Biddle,	Philadelphia,	February 12, 1895.
Wm. L. Elkins,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
John C. Sims,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.	do.

Date of last meeting of stockholders for election of directors: February 13, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry D. Welsh.	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	Jno. C. Wilson.	do.
Conveyancer,	G. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To--			
Philadelphia, Germantown and Chestnut Hills Railroad.	Germantown Junction.	Chestnut Hill.	Pennsylvania Railroad Company.	6.75	6.75
	Branch,			7.12	7.12
Total mileage,				13.87	13.87

Lease to the Pennsylvania Railroad Company for thirty years from May 1, 1883. Rental net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,527,485 33	Capital stock,	$1,000,000 00
Cash and current assets,	95,078 06	Funded debt,	1,000,000 00
		Current liabilities,	543,390 70
		Profit and loss,	79,172 69
Total,	$2,622,563 39	Total,	$2,622,563 39

IMPORTANT CHANGES DURING THE YEAR.

Five and ninety-six one-hundredths miles of branches put in operation; $414,000 debenture certificate redeemed; $500,000 bills payable issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	23	23
Telegraph:		
Miles of line owned by this company,	13.08	13.08
Miles of wire owned by this company,	43.86	43.86
Miles of line operated by the Pennsylvania Railroad Company,	13.08	13.08
Miles of wire operated by the Pennsylvania Railroad Company,	43.86	43.46

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Sinking fund of $10,000 annually if bonds to that amount can be purchased at or below par.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Date of organization: February 17, 1831.

By what authority incorporated: Incorporated by an act of the General Assembly of the Commonwealth of Pennsylvania, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1831. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1832. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved March 30, 1833. An act supplementary to an act, entitled An act to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved February 8, 1834. An act for the relief of the creditors of the Philadelphia, Germantown and Norristown Railroad Company, approved February 17, 1847. An act supplementary to the several acts to incorporate the Philadelphia, Germantown and Norristown Railroad Company, approved April 7, 1849. A further supplement to an act incorporating the Philadelphia, Germantown and Norristown Railroad Company, approved April 27, 1852. An act of February 10, 1853. Act of April 8, 1853.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Lewis Elkin,	1119 Walnut st., Philadelphia,	First Monday in November, 1894.
John A. Brown, Jr.,	209 Chestnut st., Philadelphia,	do. do.
Richard Dale,	1215 Spruce st., Philadelphia,	do. do.
Jos. W. Johnson,	535 Chestnut st., Philadelphia,	do. do.
Thos. U. Walker,	New Centreville, Pa.,	First Monday in November, 1895.
Michael O'Brien,	Conshohocken, Pa.,	do. do.
John Slingluff,	Norristown, Pa.,	do. do.
Edward Dale Toland,	104 S. Fifth st., Philadelphia,	do. do.
W. S. Wilson,	New Centreville, Pa.,	First Monday in November, 1896.
George W. Longaker,	Norristown, Pa.,	do. do.
Thomas McKean,	153 Dock st., Philadelphia,	do. do.
George H. Colket,	1510 Spring Garden st., Phila.,	do. do.

Date of last meeting of stockholders for election of directors: November 6, 1893.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Twelfth and Market streets, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. S. Wilson,	132 S. Third st., Phila.
Secretary and Treasurer,	W. W. Stephens,	132 S. Third st., Phila.
General Solicitor, Att'y or Counsel,	J. B. Townsend,	709 Walnut st., Phila.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Philadelphia, Germantown and Norristown Railroad Company,	Ninth and Green.	Germantown,	The Philadelphia and Reading Railroad Company.	6.4	6.4
Norristown Branch,	Sixteenth st.,	Norristown,	The Philadelphia and Reading Railroad Company.	14.2	14.2
Total mileage,				20.6	20.6

The Philadelphia, Germantown and Norristown railroad was leased to the Philadelphia and Reading Railroad Company on November 10, 1870, for a period of 999 years at an annual rental of $269,623.34, payable in quarterly payments, commencing March 1, together with $2,000.00 quarterly organization expenses.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,639,872 33	Capital stock,	$2,246,900 00
Cost of equipment,	367,988 09	Contingent account,	39,760 90
Plymouth Railroad account,	274,495 19	Miscellaneous account,	237 00
Cash and current assets,	37,057 29	Current liabilities,	6,458 25
Sundries,	6,474 55	Organization account,	21,110 69
		Interest account,	11,420 61
Total,	$2,325,887 45	Total,	$2,325,887 45

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

PHILADELPHIA, HARRISBURG AND PITTSBURGH RAILROAD COMPANY.

Date of organization: July 24, 1890.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

If a consolidated company, name the constituent companies: Merger of the Harrisburg and Shippensburg railroad, formerly Harrisburg and Potomac railroad and Harrisburg Terminal railroad, July 24, 1890.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas McKean,	Philadelphia,	First Monday in May, 1895.
J. Lowber Welsh,	do.	do. do.
A. Foster,	do.	do. do.
C. H. Tuarles,	do.	do. do.
I. A. Swelgard,	do.	do. do.
C. Haebner,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Philadelphia, Harrisburg and Pittsburgh Railroad Company.	Harrisburg, Pa.	Shippensburg, Pa.	Philadelphia and Reading Railroad Company.	40.60	40.60

Leased to the Philadelphia and Reading Railroad Company October 15, 1890, for 999 years. Lessee pays expenses of operations, all taxes and fixed charges.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,272,816 24	Capital stock,	$2,000,000 00
Cash and current assets,	2,946 46	Funded debt,	500,000 00
		Current liabilities,	775,762 70
Total,	$3,275,762 70	Total,	$3,275,762 70

IMPORTANT CHANGES DURING THE YEAR.

Five hundred thousand dollars first mortgage bonds issued.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	3	3
Trestles:		
Number,	22	22
Aggregate length (feet),	1,896	1,896
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	40.6	40.6
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	81.2	81.2

PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: Not known.

By what authority incorporated: Pennsylvania; original name Philadelphia and Montgomery County railroad. Incorporated by act of April 2, 1860.

P. L. laws 677, supplement April 1, 1863. Laws of 1864, page 1074, and March 23, 1865, P. L. laws 674.

If a consolidated company, name the constituent companies: Philadelphia and Newtown Connecting railroad was merged into this company September 1, 1892.

DIRECTORS.

NAMES.	P[illegible]RESS.	DATE OF EXPIRATION OF TERM.
Smith Harper,	Philadelphia.	First Monday of May, 1895.
Wm. M. Geary,	do	do.
Samuel Gustine Thompson,	do	do.
John Slingluff,	do.	do.
W. H. Slingluff,	do	do.
H. C. Stinson,	do.	do.
J. P. H. Jenkins,	do	do.
J. P. Hutchinson,	da.	do.

Date of last meeting of stockholders for election of directors: Monday, May 7, 1894.
Postoffice address of general office: 218 [illegible]. 8th street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown.
Secretary,	Howard Boyd,	do.
Treasurer,		
Auditor,	O. C. Knipe,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
"A," Main line,	Erie avenue, Philadelphia.	Newtown, Pa.,	20.9	20.9
"B." Terminal connection,	Olney, Philadelphia,	Newtown Junction, Philadelphia.	1.25	1.25
Total mileage operated,			22.15	22.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,200,000 00	Capital stock,	$1,600,000 00
Cash and current assets,	19,801 55	Funded debt,	1,600,000 00
Profit and loss,	13,523 87	Current liabilities,	19,801 55
		Profit and loss,	13,523 87
Total,	$3,253,325 42	Total,	$3,253,325 42

IMPORTANT CHANGES DURING THE YEAR.

The Philadelphia and Newtown Connecting railroad, one and one-fourth miles in length, extending from Near Olney station on this road, to Newtown junction, on the Tabor branch of the Philadelphia and Reading railroad, was merged into this road.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	8	8
Trestles:		
Number,	4	4
Aggregate length (feet),	1,043	1,043

Gauge of track, ... 4 ft. 8 1-2 in.

19–9–94.

PHILADELPHIA AND READING RAILROAD COMPANY.

Date of organization: April 4, 1833.

By what authority incorporated: Pennsylvania act, April 4, 1833, and amendments.

If a consolidated company, name the constituent companies: Northern Liberties and Penn township railroad, act of April 23, 1829; Port Kennedy railroad, act of March 8, 1859; Lebanon Valley railroad, act of April 1, 1836; Schuylkill and Susquehanna railroad, act of April 5, 1826; Mt. Carbon railroad, act of April 20, 1829; Mahanoy and Shamokin railroad, ebruary 18, 1871; Moselin railroad, March 23, 1865; West Reading railroad, March 20, 1860; Lebano and Tremont railroad, act of March 25, 1871.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia,	Second Monday in January, 1895.
James Boyd,	Norristown,	do. do.
Joseph F. Sinnatt,	Philadelphia,	do. do.
Thomas McKean,	Philadelphia,	do. do.
John Lowber Welsh,	Philadelphia,	do. do.
Geo. H. Baer,	Reading, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
First Vice President,	Theodore Voorhees,	do.
Secretary,	Wm. R. Taylor,	do.
Treasurer,	Wm. A. Church,	do.
Comptroller,	Dan'l Jones,	do.
Chief Engineer,	H. K. Nickols,	do.
General Solicitor,	J. D. Campbell,	do.
Auditor Traffic Receipts,	George Ziegler,	do.
Auditor Merchandise Traffic,	Wm. B. Scott,	do.
Auditor Passenger Traffic,	C. H. Quarles,	do.
Auditor Coal Traffic,	H. W. Hancock,	do.
Auditor Disbursements,	J. E. Price,	do.
General Passenger Agent,	C. G. Hancock,	do.
General Freight Agent,	B. H. Bail,	do.
General Superintendent,	I. A. Sweigard,	do.
Superintendent Reading Division,	W. Bertolet,	Reading, Pa.
Superintendent P. & N. Y. Division,	E. C. Tamlinson,	Philadelphia.
Superintendent R. & C. Division,	A. N. Wilson,	Reading, Pa.
Superintendent Pine Grove Division,	H. W. Tracy,	Pine Grove, Pa.
Superintendent Shamokin Division,	B. F. Bertolet,	Shamokin, Pa.
Superintendent A. C. Division,	A. T. Dice,	Camden, N. J.
Superintendent of Telegraph,	E. R. Adams,	Philadelphia.
Superintendent of Canals,	E. F. Smith,	Philadelphia.
General Baggage Agent,	H. W. Souders,	Philadelphia.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line,	Philadelphia, Wayne Junction, Pa. Port Richmond, Pa	West Falls, Pa., Tabor Junction, Pa., Mt. Carbon, Pa.,	98.40	
Northern Liberties & Penn Twp. branch,	Broad Street, Phila.,	Delaware river, Phila.,	1.40	
Port Kennedy branch,	Port Kennedy, Pa.,	Lime Kiln, Pa.,	1.20	
Lebanon Valley branch,	Reading, Pa.,	Harrisburg, Pa.,	53.70	
Lebanon and Tremont branch,	Lebanon, Pa.,	Brookside, Pa.,	42.20	
Schuylkill and Susquehanua branch,	Auburn, Pa.,	Rockville, Pa.,	53.40	
Mount Carbon branch,	Mt. Carbon, Pa.,	Wadesville and Mt. Laffy, Pa.	8.50	
Mahanoy and Shamokin branch,	New Castle and Mahanoy City,	Port Treverton, Pa.,	64.60	
Moselem branch,	Leesport, Pa.,	Leesport Iron Works,	1.70	
West Reading branch,	Third street, Reading.	Foot of 6th St. Reading,	1.90	
				327.00
Colebrookdale Railroad,	Pottstown, Pa.,	Barlow, Pa.,	12.80	12.80
Pick Valley Railroad,	Phœnixville, Pa.,	Byers, Pa.,	11.30	11.30
East Pennsylvania Railroad,	Reading, Pa.,	Allentown, Pa.,	36.00	36.00
Allentown Railroad,	Topton, Pa.,	Kutztown, Pa.,	4.50	4.50
Little Schuylkill Railroad,	Port Clinton, Pa.,	Tamaqua and Reevesdale.	28.10	28.10
Mine Hill and Schuylkill Haven R. R.,	Schuylkill Haven, Pa.,	Locust Gap Junction. Tremont, New Lincoln,	51.80	51.80
Mt. Carbon & Port Carbon Railroad	Mt. Carbon, Pa.,	Port Carbon, Pa.,	2.50	2.50
Mill Creek railroad,	Mill Creek Junction,	New Castle, Pa.,	3.80	3.80
Schuylkill Valley Navigation & R. R. Co.	Port Carbon, Pa.,	Reevesdale, Pa.,	11.00	11.00
East Mahanoy Railroad,	Connect. with Nesq. Valley railroad, East Mahanoy Junc'n,	E. M. Tunnel, Pa., St. Nicholas, Pa.,	14.10	14.10
Shamokin, Sunbury & Lewisburg R. R.,	West Milton, Pa.,	Shamokin, Pa.,	31.10	31.10
Philadelphia, Germantown & Norristown Railroad.	Philadelphia, Philadelphia, Conshocken, Pa.,	Germantown, Pa., Norristown, Pa., Oreland, Pa.,	29.50	29.50
Chestnut Hill Railroad,	Germantown, Pa.,	Chestnut Hill, Pa.,	4	4
Catawissa Railroad,	Tamanend, Pa.,	Newberry Junct., Pa.,	96.50	96.50
Philadelphia and Chester branch,	Gray's Ferry, Pa.,	Thurlow, Pa.,	10.50	10.50
North Pennsylvania Railroad,	Philadelphia, Lansdale, Pa., Jenkintown, Pa.,	Bethlehem, Pa., Doylestown, Pa., Delaware river,	86.40	86.40
Delaware and Bound Brook Railroad.	Delaware river, N. J., Trenton Junction, N. J.	Bound Brook, N. J., Trenton, N. J.,	33.70	33.70
Norristown Junction Railroad,	Mill St., Norristown,	Marshall St. Nor's'n.,	.40	.40
Schuylkill and Lehigh Rai'road,	Reading,	Slatington, Pa.,	44 00	44.00
Philadelphia, Harrisburg & Pittsburgh Railroad,	Harrisburg,	Shippensburg, Pa.,	40.60	40.60
Philadelphia & Reading Terminal R. R.	Philadelphia,	Philadelphia,	1.30	1.30
Total mileage operated.			880.90	846.80

CAPITAL STOCK.

DESCRIPTION.	PAR VALUE OF SHARES.	TOTAL AMOUNT AUTHORIZED BY LAW.	AMOUNT OUTSTANDING.
Capital—Common,	$50 00	Not limited,	$40,141,361 78
Total,	$50 00	Not limited,	$40,141,361 78

MANNER OF PAYMENT FOR CAPITAL STOCK.	NUMBER OF SHARES.	TOTAL CASH REALIZED.	GIVE PARTICULARS AND EXPLANATIONS.
Issued for cash—Common, Preferred, Issued for construction—Common, Preferred, Issued for reorganization—Common. Preferred,	802,827.23	$40,141,361 78	Issued for cash property purchase and acquired, dividends and conversion of bonds.
Total.	802,827.23	$40,141,361 78	

FUNDED DEBT.

COMMON BONDS, INCOME BONDS, COLLATERAL TRUST BONDS, ETC.

CLASS OF BOND OR OBLIGATION.	TIME.		AMOUNT OF AUTHORIZED ISSUE.	AMOUNT OUTSTANDING.	INTEREST.		
	Date of issue.	When due.			Rate.	When payable.	Amount accrued during year.
Prior mortgage loans	Various,	1910. . .	$6,180,000 00	$2,466,700 00	6	J. and J.. .	$148.002 00
Prior mortgage loans,	1857. . .	1910. . .	7,000.000 00	79.000 00	4½	J. and J.. .	3,555 00
Prior mortgage loans	1868. . .	1933, . .	2,700 000 00	2,696.000 00	7	A. and O.,	148,383 31
Consolidated mortgage,	1871, . . .	1911, . .	25,000,000 00	8.162,000 00	6	J. and D.,	489.720 00
Consolidated mortgage,	1871, . . .	1911, . .	. . . . .	10,649,000 00	7	J. and D.,	745.599 46
Improvement mortgage,	1873, . . .	1897, . . .	10,000.000 00	9,364,000 00	6	A. and O.,	561,840 00
Ineome mortgage.	1876, . . .	1896, . . .	10.000.000 00	1.000 00	7	J. and D..	. . . . .
Consolidated mortgage loan.	1882. . . .	1922, . . .	80,000.000 00	5.767.042 00	5	M. and N.,	288.291 84
Consolidated mortgage loan,	1883, . . .	1933, . . .	80.000.000 00	1,535 00	5	F. and A.,	. . . . .
General mortgage,	1888, . . .	1958. . . .	100.000.000 00	44,305. 188 77	4	J. and J., .	1.846,587 50
First preferred ineome,	1888, . . .	1958, . . .	24,000.000 00	23.949,950 70	5	Feb., . . .	. . . . .
Second preferred ineome,	1888, . . .	1959. . . .	22,500,000 00	16,176.588 78	5	Feb., . . .	. . . . .
Third preferred ineome.	1888. . . .	1968, . . .	. . . . .	17.938.216 58	5	Feb., . . .	. . . . .
Real estate mortgages.	Various.	Various,	. . . . .	1.595.396 85	Various.	Various. . .	106,688 06
Philadelphia and Reading terminal loan,	1891, . . .	1941. . . .	8.500.000 00	8,075.000 00	5	F.M. & N..	. . . . .
Convertable adjustment scrip,	1883. . . .	1888, . . .	. . . . .	1,810 00	6	J. and J.. .	. . . . .
Debenture loans,	1868, . . .	1893, . . .	. . . . .	1.100 00	6	J. and J.. .	. . . . .
Debenture loans.	1868. . . .	1893, . . .	. . . . .	6,000 00	4	J. and J., .	240 00
Debenture loans.	1878, . . .	1898, . . .	900.000 00	1,000 00	6	M. and N.,	. . . . .
Debenture and convertable loan,	1873. . . .	1893, . . .	10,500.000 00	10,200 00	7	J. and J., .	. . . . .
Debenture and guarantee scrip.	1877. . . {	1882, . . .					
		1884. . .	. . . . .	7,250 00	6	J. and J., .	. . . . .
Sinking fund.	1892, . . .	1942, . . .	2,000.000 00	1.911.000 00	5	F. and A..	96,212 54
Deferred ineome honds,	1882, . . .	. . . . .	34.300,000 00	7,670.427 09	. . . . .	. . . . .	. . . . .
Purehase money.	5-20-1892,	1942, . . .	700.000 00	700.000 00	5	M. N. 20.	35,000 04
Delaware River Extension,	7-1-1892, .	1942, . . .	1,222,000 00	1.222,000 00	5	J. and J.. .	61, 190 24
Total,	. . . . .	. . . . .	$425,502,000 00	$162.757,405 77	. . . . .	. . . . .	$4,531,219 93

FUNDED DEBT—*Continued.*

CAR TRUST OBLIGATIONS.—A. GENERAL STATEMENT.

SERIES OR OTHER DESIGNATION.	DATE OF ISSUE.	TERM.	NUMBER OF PAYMENTS.	EQUIPMENT COVERED.
Car trust certificates:				
Series B,	March 15, 1884,	10 years.	10	45 locomotives, 28 passenger and 1 002 freight cars
Series C,	July 1, 1887,	10 years.	40	12 locomotives, 69 passengers 20 baggage and combination and 1,670 freight cars.
Series D,	March 1, 1890,	10 years.	10	59 locomotives, 13 passenger, 7 combination, 4,000 freight cars and 15 coal barges.

B. STATEMENT OF AMOUNT.

SERIES OR OTHER DESIGNATION.	CASH PAID ON DELIVERY OF EQUIPMENT.	DEFERRED PAYMENTS—PRINCIPAL.		DEFERRED PAYMENTS—INTEREST.		
		Original amount.	Amount outstanding.	Amount accrued during year.	Amount paid during year.	Rate.
Series B.	$1,110,000 00	$1,110,000 00	$102,000 00	$4,335 00	$4,335 00	6
Series C.	1,200,000 00	1,200,000 00	510,000 00	22,750 00	22,750 00	5
Series D,	3,000,000 00	3,000,000 00	1,860,000 00	98,958 38	98,958 38	5
Total,	$5,310,000 00	$5,310,000 00	$2,472,000 00	$126,043 38	$126,043 38	

RECAPITULATION OF FUNDED DEBT.

ACCOUNT.	AMOUNT OUTSTANDING.	INTEREST.
		Amount accrued during year.
Common income and collateral trust bonds, etc.,	$162,757,405 77	$4,531,219 93
Car trust obligations,	2,472,000 00	126,043 38
Receiver's certificates,	3,441,967 25	86,958 26
Total,	$168,671,373 02	$4,744,221 57

CURRENT ASSETS AND LIABILITIES.

CASH AND CURRENT ASSETS AVAILABLE FOR PAYMENT OF CURRENT LIABILITIES.		CURRENT LIABILITIES ACCRUED TO AND INCLUDING JUNE 30, 1894.	
Cash,	$823,080 58	Loans and bills payable.	$1,908,259 44
Bills receivable,	110,007 99	Audited vouchers and accounts.	5,836,562 68
Due from agents,	895,381 67	Matured interest conpons unpaid (including coupons due July 1).	1,847,321 50
Net traffic balances due from other companies,	1,171,747 14	Rentals due July 1,	842,247 18
Due from solvent companies and individuals.	8,494,841 98	Miscellaneous.	10,434,390 80
Other cash assets (including material and supplies on hand),	853,033 19	Balance—Cash assets.	1,913,701 75
Total,	$12,348,092 55	Total,	$12,348,092 55

RECAPITULATION.

A.—MILEAGE OWNED.

ACCOUNT.	TOTAL AMOUNT OUTSTANDING.	APPORTIONMENT. To Railroads.
Capital stock,	$40,141,361 78	$40,141,361 78
Bonds,	162,757,405 77	152,757,405 77
Car trust obligations,	2,472,000 00	2,472,000 00
Receiver's certificates,	3,441,967 25	3,441,967 25
Total,	$208,812,734 80	$208,812,734 80

B.—MILEAGE OPERATED (TRACKAGE RIGHTS EXCLUDED.)

NAME OF ROAD.	CAPITAL STOCK.	FUNDED DEBT.	AMOUNT PER MILE OF ROAD. Miles.
Main line and branches owned,	$40,141,361 78	$162,757,405 77	327
Colebrookdale Railroad,	297,215 00	600,000 00	12.80
Pickering Valley Railroad,	95,655 00	332,300 00	11.30
East Pennsylvania Railroad,	1,730,450 00	495,000 00	36.00
Allentown Railroad,	1,268,884 47	. . . . .	4.50
Little Schuylkill Navigation Railroad and Coal Company.	2,487,850 00	. . . . .	28.10
Mine Hill and Schuylkill Haven Railroad,	4,210,200 00	. . . . .	51.80
Mount Carbon and Port Carbon Railroad Company,	282,350 00	. . . . .	2.50
Mill Creek and Mine Hill Navigation and Railroad Company.	323,375 00	. . . . .	3.80
Schuylkill Valley Navigation and Railroad Company,	576,050 00	. . . . .	11.00
East Mahanoy Railroad Company,	497,750 00	. . . . .	14.10
Shamokin, Sunbury and Lewisburg Railroad Company.	2,000,000 00	2,000,000 00	31.10
Philadelphia, Germantown and Norristown Railroad,	2,246,900 00	. . . . .	. . . . .
Catawissa Railroad,	3,200,000 00	1,530,500 00	. . . . .
Philadelphia and Chester Branch,	. . . . .	. . . . .	. . . . .
North Pennsylvania Railroad,	4,721,250 00	7,200,000 00	. . . . .
Delaware and Bound Brook Railroad Company,	1,800,000 00	1,800,000 00	. . . . .
Norristown Junction Railroad,	20,000 00	40,000 00	. . . . .
Schuylkill and Lehigh Railroad,	50,000 00	1,000,000 00	. . . . .
Philadelphia, Harrisburg and Pittsburgh Railroad Company.	2,000,000 00	2,000,000 00	. . . . .
Philadelphia and Reading Terminal Railroad Company.	8,500,000 00	9,616 67	. . . . .
Chestnut Hill Railroad,	120,650 00	. . . . .	. . . . .
Total,	$76,569,941 25	$179,764,822 44	534

PERMANENT IMPROVEMENTS FOR THE YEAR.

ITEM.	EXPENDITURES DURING THE YEAR. Total Expenditures.	DIFFERENCES OR NET ADDITIONS TO PROPERTY, ETC.
Construction:		
Buildings, Furniture and Fixtures,	$219,943 54	$219,943 54
Total construction,	$219,943 54	$219,943 54
Equipment:		
Baggage, express and postal cars,	$1,389,922 03	$1,389,922 03
Total equipment,	$1,389,922 03	$1,389,922 03
Grand total construction and equipment,	$1,169,978 49	$1,169,978 49
Total amount expended for construction in Pennsylvania,	1,169,978 49	1,169,978 49

COST OF ROAD AND EQUIPMENT.

ITEM.	TOTAL COST TO JUNE 30, 1893.	NET ADDITIONS DURING YEAR.	TOTAL COST TO JUNE 30, 1894.
Construction:			
Right of way, other real estate, fences, grading and bridge and culvert masonry, bridges and trestles, rails, ties, other superstructure, buildings, furniture and fixtures, shop machinery and tools, engineering expenses, interest during construction, discount on securities sold for construction, telegraph line, wharfing, etc., sidings and yard extensions, terminal facilities and elevators, road built by contract, purchase of constructed road, other items,	$87,885,960 73	$219,943 54	$88,105,904 27
Total construction,	$87,885,960 73	$219,943 54	$88,105,904 27
Equipment:			
Locomotives, passenger cars, sleeping, parlor and dining cars, baggage, express and postal cars, combination cars, freight cars, other cars of all classes, floating equipment,	$20,913,561 02	$1,389,922 03	$19,523,638 99
Total equipment,	$20,913,561 02	$1,389,922 03	$19,523,638 99
Grand total cost, construction and equipment,	$108,799,521 75	$1,169,978 49	$107,629,543 26
Cost of construction of that portion of road located in Pennsylvania,	108,799,521 75	1,169,978 49	107,629,543 26

INCOME ACCOUNT.

Gross earnings from operation,	$20,997,607 74	
Less operating expenses,	11,403,307 37	
Income from operation,		$9,594,300 37
Interest on bonds owned,	$158,803 59	
Dividends on stocks owned,	237,147 65	
Net miscellaneous income,	281,528 29	
Sundries,	25,416 05	702,895 58
Total income,		$10,297,195 95
Deductions from income:		
Interest on funded debt accrued,	$4,744,221 57	
Interest on interest-bearing current liabilities accrued, not otherwise provided for,	640,438 30	
Rentals, including tracks, yards and terminals,	3,350,084 89	
Taxes,	536,055 42	
Other deductions,	1,785,919 86	
Total deductions from income,		$11,056,720 04
Deficit,		$759,524 09
Other payments from net income,	$2,919,446 42	
Total,		2,919,446 42
Deficit from operations of year ending June 30, 1894,		3,678,970 51
Deficit on June 30, 1893,		126,384 29
Deficit on June 30, 1894,		$3,805,354 80

EARNINGS FROM OPERATION.

ITEM.	TOTAL RECEIPTS.	ACTUAL EARNINGS.
Passengers:		
Passenger revenue,	$4,379,588 09	
Total passenger revenue,		$4,379,588 09
Mail,	$98,805 38	
Express,	306,567 18	
Other items,		405,372 50
Total passenger earnings,		$4,784,960 65
Freight,	16,157,227 41	
Total freight revenue,		16,157,227 41
Other items,		1,643 10
Total freight earnings,		$16,158,870 51
Total passenger and freight earnings,		$20,943,831 16
Other earnings from operation:		
Other sources,	$53,776 58	
Total other earnings,		$53,776 58
Total gross earnings from operation,		$20,997,607 74

MISCELLANEOUS INCOME.

ITEM.	Gross income.	Less expenses.	Net miscellaneous income.
Real estate and dwellings,	$272,961 09	$54,154 89	$218,806 20
Canals,	51,685 15	61,316 94	9,631 79
Colliers and barges,	620,517 24	548,163 36	72,353 88
Total,	$945,163 48	$663,635 19	$281,528 29

OPERATING EXPENSES.

Maintenance of way and structures:	
Repairs of roadway,	$889,677 34
Renewals of rails,	74,958 92
Renewals of ties,	316,232 81
Repairs of bridges and culverts,	101,950 40
Repairs of fences, road crossings, signs and cattle guards,	176,422 08
Repairs of buildings,	64,116 96
Repairs of docks and wharves,	31,313 65
Repairs of telegraph,	113,897 51
Total,	$1,768,569 67
Maintenance of equipment:	
Repairs and renewals of locomotives,	$883,463 47
Repairs and renewals of passenger cars,	186,151 23
Repairs and renewals of freight cars,	915,651 45
Shop machinery, tools, etc.,	35,352 47
Other expenses,	55,845 14
Total,	$2,076,463 76
Conducting transportation:	
Wages of enginemen, firemen and roundhousemen,	$1,153,802 61
Fuel for locomotives,	917,730 23
Water supply for locomotives,	110,320 40
All other supplies for locomotives,	88,112 15
Wages of other trainmen,	2,229,964 65
All other train supplies,	190,732 48
Wages of switchmen, flagmen and watchmen,	283,597 60
Expenses of telegraph, including train dispatchers and operators,	131,898 70
Wages of station agents, clerks and laborers,	1,036,381 34
Station supplies,	158,360 68

OPERATING EXPENSES—*Continued.*

Car mileage—balance,	$108,608 63
Loss and damage,	50,924 85
Injuries to persons,	52,445 53
Barges, floats, tugs, ferry boats, expenses of including wages, fuel and supplies,	56,040 82
Other expenses,	322,112 05
Total,	$6,891,032 72
General expenses:	
Salaries of clerks,	$362,605 03
General office expenses and supplies,	30,773 21
Agencies, including salaries and rent,	7,069 95
Advertising,	64,036 99
Insurance,	10,307 35
Rentals not otherwise provided for,	42,409 26
Legal expenses,	101,912 07
Stationery and printing,	18,755 94
Other general expenses,	29,371 42
Total,	$667,241 22
Recapitulation of expenses:	
Maintenance of ways and structures,	$1,768,569 67
Maintenance of equipment,	2,076,463 76
Conducting transportation,	6,891,032 72
General expenses,	667,241 22
Grand total,	$11,403,307 37
	11,056,720 04
	$22,460,027 41
Percentage of operating expenses to earnings,	54.31

RENTALS PAID.

A. RENTS PAID FOR LEASE OF ROAD.

NAME OF ROAD.	INTEREST ON BONDS GUARANTEED.	DIVIDENDS ON STOCK GUARANTEED.	CASH.	TOTAL.
Mine Hill and Schuylkill Haven Railroad Company,	.....	$336,816 00	.....	$336,816 00
Mount Carbon and Port Carbon Railroad Company,	.....	36,250 00	.....	36,250 00
Mill Creek and Mine Hill Navigation and Railroad Company,	.....	33,000 00	.....	33,000 00
Schuylkill Valley Navigation and Railroad Company,	.....	29,450 00	.....	29,450 00
Little Schuylkill Navigation Railroad and Coal Company,	.....	215,092 00	$2,000 00	217,092 00
East Pennsylvania Railroad Company,	$19,800 00	104,067 00	.....	123,867 00
Philadelphia, Germantown and Norristown Railroad Company,	3,833 34	265,790 00	8,000 00	277,623 34
Chestnut Hill Railroad Company,	.....	14 478 00	2,000 00	16,478 00
Catawissa Railroad Company,	104,830 00	226 000 00	8,000 00	338,830 00
North Pennsylvania Railroad Company,	492,000 00	377,700 00	12,000 00	881,700 00
Delaware and Bound Brook Railroad Company,	123,000 00	144,000 00	8,000 00	275,000 00
Shamokin, Sunbury and Lewisburg Railroad Company,	110,000 00	.....	540 00	110,540 00
Swedes Ford Bridge Company,	.....	2,405 00	50 00	2,455 00
Allentown Terminal Railroad Company,	60,000 00	7,500 00	.....	13,500 00
Colebrookdale Railroad Company,	.....	.....	10,317 93	10,317 93
Pickering Valley Railroad Company,	.....	.....	3,715 88	3,715 88
Allentown Railroad Company,	.....	.....	2,732 07	2,732 07
Schuylkill and Lehigh Railroad Company,	27,000 00	.....	.....	27,000 00
Schuylkill Navigation Company,	8,802 63	979 89	.....	9,782 52
Susquehanna Canal Company,	20,685 15	.....	.....	20,685 15
Philadelphia, Harrisburg and Pittsburg Railroad Company,	56,250 00	.....	.....	56,250 00
Norristown Junction Railroad Company,	.....	.....	2,000 00	2,000 00
Philadelphia and Reading Terminal Railroad Company,	600,000 00	.....	.....	600,000 00
Contra credits,	75,000 00	.....	.....	75,000 00
Total rentals—A,	$1,497,201 12	$1,793,527 89	$59,355 88	$3,350,084 89

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$88,105,904 27	Capital stock,	$40,141,361 78
Cost of equipment,	19,523,638 99	Funded debt,	168,671,373 02
Bonds of other companies owned,	6,513,044 16	Current liabilities,	10,434,390 80
Stocks of other companies owned,	20,216,904 99	Accrued interest on funded debt not yet payable,	406,378 53
Other permanent investments,	82,180,778 95	Matured instalments on equipment purchases,	4,854,013 10
Cash and current assets,	12,348,092 55	Accrued rentals not yet payable,	1,934,873 81
Other assets:		Sundries,	9,929,225 23
Sundries,	3,677,897 56		
Profit and loss,	3,805,354 80		
Total,	$236,371,616 27	Total,	$236,371,616 27

IMPORTANT CHANGES DURING THE YEAR.

Lehigh Valley railroad lease surrendered July, 1893.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company. The railroad company supplies equipment and furnishes transportation for express freight receiving therefor a per centage of the gross receipts.

United States government. No contract. The terms vary on the several railroads.

Pullman Palace Car Company. The Pullman Palace Car Company furnishes its own cars.

No contracts other than covered by tariffs made with connecting lines in the ordinary course of business, which have been properly filed with the Interstate commission.

SECURITY FOR FUNDED DEBT.

The following mortgages were executed on January 30, 1888, and are liens in the order named upon the entire property, leasehold interest and equipment of the company:

General mortgage loan,	$100,000,000
First preference income mortgage loan,	24,000,000
Second preference income mortgage loan,	22,500,000
Third preference income mortgage loan,	Not limited.

EMPLOYES AND SALARIES.

CLASS	Number.	Total yearly compensation.	Average daily compensation.
General officers,	45	$214,359 72	
Other officers,	29	41,134 92	
General office clerks,	567	404,125 80	$2 28
Station agents,	302	192,214 72	1 86
Other station men,	708	527,690 48	1 19
Enginemen,	738	708,973 73	3 08
Firemen,	647	444,828 88	1 83
Conductors,	630	478,678 76	2 51
Other trainmen,	2,056	1,169,045 12	1 85
Machinists,	589	350,091 26	3 08
Carpenters,	770	401,014 10	2 20
Other shopmen,	1,544	732,953 52	1 36
Section foremen,	226	173,922 80	2 40
Other trackmen,	1,400	569,916 68	1 28
Switchmen, flagmen and watchmen,	886	388,109 00	1 32
Telegraph operators and dispatchers,	1,521	397,043 76	1 75
Employes—account floating equipment,	654	261,268 80	1 95
All other employes and laborers,	3,084	1,698,060 57	1 60
Total,	16,396	$8,953,432 62	$1 82
Distribution of above:			
General administration,	641	$659,620 44	$3 23
Maintenance of way and structures,	1,626	743,839 48	1 44
Maintenance of equipment,	2,903	1,484,058 88	1 78
Conducting transportation,	11,226	6,065,913 82	1 80
Total,	16,396	$8,953,432 62	$1 82
mployes in Pennsylvania:			
Total number of employes in Pennsylvania,	16,396	$8,953,432 62	$1 82

PASSENGER, FREIGHT AND TRAIN MILEAGE.

ITEM.	COLUMN FOR TONNAGE, NUMBER PASSENGERS, NUMBER TRAINS, MILEAGE, NUMBER CARS.	COLUMN FOR REVENUE AND RATES		
		Dollars.	Cents.	Mills.
Passenger traffic:				
Number of passengers carried earning revenue,	19,804,118			
Number of passengers carried one mile,	235,165,485			
Average distance carried,	11.87			
Total passenger revenue,		$4,379,588	09	
Average amount received from each passenger,			22	115
Average receipts per passenger per mile,			01	862
Passenger earnings per mile of road,		5,431	90	
Passenger earnings per train mile,			98	252
Freight traffic:				
Number of tons carried of freight earning revenue,	18,611,841			
Number of tons carried one mile,	1,576,708,178			
Average distance haul of one ton,	84.71			
Total freight revenue,		16,157,227	41	
Average amount received for each ton of freight,			86	812
Average receipts per ton per mile,			01	025
Freight earnings per mile of road,		18,343	56	
Freight earnings per train mile,		1	96	130
Passenger and freight:				
Passenger and freight earnings,		20,943,831	16	
Passenger and freight earnings per mile of road,		23,775	49	
Expense per mile of road,		12,945	06	
Total earnings per mile of road, including mails, express, etc.,		23,836	54	
Train mileage:				
Miles run by passenger trains,	4,780,088			
Miles run by freight trains,	8,238,877			
Total mileage of trains earning revenue,	13,108,965			
Miles run by switching trains,	5,071,394			
Miles run by construction and other trains,	211,596			
Grand total train mileage,	18,391,955			

FREIGHT TRAFFIC MOVEMENT.

COMPANY'S MATERIAL EXCLUDED.

COMMODITY.		Freight originating on this road. Whole tons.	Freight received from connecting roads and other carriers. Whole tons.	Total freight tonnage. Whole tons.
Products of agriculture.	Grain,	174,425	205,335	379,760
	Flour,	92,039	99,418	191,457
	Other mill products,	111,602	58,760	170,362
	Hay,	103,761	30,325	134,086
	Tobacco,	9,725	1,680	11,405
	Cotton,		10,387	10,387
	Fruit and vegetables,	102,968	16,483	119,451
Products of Animals.	Live stock,	43,256	48,324	91,580
	Dressed meats,		50,136	50,136
	Other packing-house products,	5,442	6,734	12,176
	Poultry, game and fish,	56,229	23,350	79,579
	Wool,	2,700	9,334	12,034
	Hides and leather,	10,000	15,682	25,682
Products of mines.	Anthracite coal,	7,588,903	2,045,436	9,634,339
	Bituminous coal,		1,670,325	1,670,325
	Coke,		306,661	306,661
	Ores,	307,520	183,424	490,944
	Stone, sand and other like articles,	695,616	195,325	890,941
Products of forest.	Lumber,	459,351	315,495	774,846
Manufacturers.	Petroleum and other oils,	15,630	98,361	113,991
	Sugar,	56,929	16,315	73,244
	Naval stores,	9,702	3,500	13,202
	Iron, pig and bloom,	288,517	205,425	493,942
	Iron and steel rails,	68,741	19,327	88,068
	Other castings and machinery,	133,216	100,000	233,216
	Bar and sheet metal,	202,765	31,500	234,265
	Cement, brick and lime,	202,952	75,000	279,952
	Agricultural implements,	2,100	4,539	6,639
	Wagons, carriages, tools, etc.,	7,274	24,763	32,037
	Wines, liquors and beers,	26,215	28,432	54,557
	Housesold goods and furniture,	8,070	16,000	24,070
	Merchandise,	590,178	563,481	1,153,659
	Miscellaneous—Other commodities not mentioned above,	369,480	387,418	756,848
	Total tonnage,	11,745,256	6,866,585	18,611,841

DESCRIPTION OF EQUIPMENT.

ITEM.	Number added during year.	Total number at end of year.	EQUIPPED WITH TRAIN BRAKE.		CARS FITTED WITH AUTOMATIC COUPLER.	
			Number.	Kind.	Number.	Kind.
Locomotives:						
Passenger,	9	188	188	Westinghouse.	....	
Freight,	6	501	129	do.	....	
Switching,	....	102	44	do.	....	
Total,	15	791	361	.....	....	
Cars in passenger service:						
First-class passenger cars,	1	445	445	Westinghouse,	445	Miller.
Second class passenger cars,	10	94	94	do.	94	do.
Combination passenger cars,	5	132	122	do.	132	do.
Baggage, express and postal cars,	4	87	87	do.	87	do.
Other cars in passenger service,	....	2	2	do.	2	do.
Total,	20	760	760	.....	760	
Cars in freight service:						
Box cars,	47	2,567	44	Westinghouse,	2	do.
					200	Gould.
Flat cars and gondolas,	238	5,849	...	do.	923	Van Doostan.
					400	Gould.
Stock cars,	....	286	5	do.	10	do.
Coal cars,	349	19,857	...	do.	40	Van Doostan.
Refrigerator cars,	....	....	. .	do.	8,520	do.
	....	67	2	do.	1,700	Gould.
Other cars,	3	1,852	...	do.	889	Van Doostan.
Total,	637	30,478	51	.....	14,785	
Cars in Company's service:						
Gravel cars,	....	176	...			
Derrick cars,	....	30	14	Westinghouse,		
Caboose cars,	....	245	10	do.	90	Van Doostan.
Other road cars,	6	209	136	do.	5	Gould.
					4	Miller.
Total,	6	660	160		99	
Grand total,	663	31,898	971	.....	15,644	

MILEAGE.

LINE IN USE.	Main line owned.	Branch line owned.	Line operated under lease, contract or otherwise.	Total mileage operated.	Total mileage operated in Pennsylvania.
Miles of single track,	98.40	228.60	553.90	880.90	847.20
Miles of second track,	98.40	69.80	222.80	391.10	363.70
Miles of yard track, sidings and spurs,	235.20	200.20	374.30	809.70	790
Total mileage operated (all tracks),	432	498.60	1,151	2,081.60	2,000.90

RENEWALS OF RAILS AND TIES.

NEW RAILS LAID DURING YEAR.				NEW TIES LAID DURING YEAR.		
KIND.	Tons.	Weight per yard.	Average price per ton at distributing point.	KIND.	Number.	Average price at distributing point.
Steel,	4,416.21	76 to 90	$30 00	White oak and chestnut,	607,690	$0 52

ACCIDENTS TO PERSONS.

KIND OF ACCIDENT.	EMPLOYES.							
	TRAINMEN.		SWITCHMEN, FLAGMEN AND WATCHMEN.		OTHER EMPLOYES.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Coupling and uncoupling,	6	397	. . . .	. . . .	1	15	7	412
Falling from trains and engines,	16	133	. . . .	5	4	12	20	150
Overhead obstructions,	3	14	. . . .	. . . .	. . . .	1	3	15
Collisions,	5	22	. . . .	. . . .	1	2	6	24
Derailments,	1	11	. . . .	. . . .	. . . .	. . . .	1	11
Other train accidents,	. . . .	10	. . . .	. . . .	. . . .	. . . .	. . . .	10
At highway crossings,	. . . .	. . . .	2	2	. . .	1	2	3
At stations,	1	1	. . . .	1	1	1	2	3
Other causes,	11	70	1	5	18	76	30	151
Total,	43	658	3	13	25	108	71	779

[KIND OF ACCIDENT	PASSENGERS.		OTHERS.					
			TRESPASSERS.		NOT TRESPASSERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Collisions,	. . . .	20	3	5	. . . .	. . . .	3	5
Other train accidents,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
At highway crossings,	. . . .	. . . .	2	2	19	27	21	29
At stations,	2	36	3	2	. . . .	1	2	3
Other causes,	. . . .	26	88	93	1	7	89	100
Total,	2	82	95	103	20	35	115	138

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	222	222
Number iron,	290	290
Number wooden,	408	408
Trestles:		
Number,	258	258
Aggregate length (inches),	37,751.10	37,751.10
Tunnels:		
Number,	10	10
Maximum length (feet),	3,403.07	3,403.07
Minimum length (feet),	176	176
Aggregate length of all tunnels (feet),	12,798.03	12,798.03
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	319.9	319.9
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	625.6	625.6

Gauge of track, ... 4 ft. 8 1-2 in.

PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Date of organization: April 13, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia,	1st Monday in May, 1895
John Lowber Welsh,	Philadelphia,	do. do.
Geo. F. Baer,	Philadelphia,	do. do.
Jos. F. Sinnott,	Philadelphia,	do. do.
Thos. McKean,	Philadelphia,	do. do.
Jas. Boyd,	Norristown, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia & Reading Terminal Railroad Company.	9th and Fairmont Ave., and Broad & Noble Sts.	12th and Market streets, Phila.	Philadelphia & Reading Railroad Company.	1.32	1.32

Leased to the Philadelphia and Reading Railroad Company for 999 years, from May, 1891. Lessee pays all expenses of operating and in addition a minimum rental of $600,000 per annum, to be applied by the trustees to the payment of interest on bonds issued by the lessees for construction of the Philadelphia and Reading Terminal Company's railroad and buildings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$10,294,179 73	Capital stock,	$8,500,000 00
Bonds of other companies owned,	691,131 75	Funded debt,	9,616 67
Cash and current assets,	51,872 77	Current liabilities,	2,411,199 16
		Profit and loss,	116,368 42
Total,	$11,037,184 25	Total,	$11,037,184 25

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	7	7
Number iron,	6	6
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	130	130

Gauge of track, ... 4 ft. 8 1-2 in.

PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Date of organization: June 9, 1832.

By what authority incorporated: State of Pennsylvania. February 23, 1832; February 9, 1835; April 13, 1838; April 16, 1838; March 23, 1839; March 17, 1840; June 13, 1842; April 16, 1844; April 16 1848; May 2, 1855; May 25, 1859; May 29, 1859; April 28, 1864; March 11, 1869.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. M. Dorrance,	Bristol, Pa.,	February 20, 1895.
G. B. Roberts,	Philadelphia,	do.
Alexander Biddle,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Alex. M. Fox,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Frank Thompson,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
Geo. Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 21, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	Jas. R. McClure,	do.
Treasurer,	John M. Wood,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Philadelphia and Trenton Railroad Company.	Philadelphia,	Morrisville, .	Pennsylvania Railroad Company.	26.50	
Frankford Creek Branch, .	Frankford Junction, .	Jc'n near Erie Av., Phila.	Pennsylvania Railroad Company.	0.62	
Total mileage,. . . .	. . . . .	. . . . .	. . . . .	27.12	

Lease dated June 30, 1871, from the United New Jersey Railroad and Canal Company and the the Philadelphia and Trenton Railroad Company to the Pennsylvania Railroad Company for and during 999 years, at a yearly rental of ten dollars ($10.00) per share on the outstanding capital stock (not including 7,650 shares owned by the united companies). The lessee to maintain and operate the railroad and keep same in thorough repair and condition, paying all assessments, taxes, charges, transit duties and improvements whatever, that may be imposed or laid.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,917,396 92	Capital stock.	$1,259,100 00
Stocks of other companies owned, .	151,455 56	Current liabilities,	2,059,508 92
Cash and current assets,	110 00	Profit and loss,	750,353 56
Total,	$4,068,962 48	Total,	$4,068,962 48

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	10	10
Number iron,	13	13
Number wooden,	2	2
Telegraph:		
Miles of line owned by this company,	27	27
Miles of wire owned by this company,	330	330
Miles of line operated by Pennsylvania Railroad Company,	54	54
Miles of wire operated by Pennsylvania Railroad Company,	330	330

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD COMPANY.

Date of organization: April 2, 1831.

By what authority incorporated: The Philadelphia, Wilmington and Baltimore Railroad Company is a corporation organized unhder the laws of the States of Pennsylvania, Delaware and Maryland.

If a consolidated company, name the constituent companies: The present Philadelphia, Wilmington and Baltimore Railroad Company is a consolidated company, formed by the merger under date of March 28, 1877, under authority of an act of Pennsylvania of May 16, 1861, and an act of Delaware of February 22, 1877, of the Philadelphia, Wilmington and Baltimore Railroad Company, New Castle and Frenchtown Turnpike and Railroad Company, chartered by act of the State of Delaware of February 7, 1829; New Castle and Wilmington Railroad Company, chartered by act of State of Delaware of February 9, 1839, and the Southwark Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831.

The Philadelphia, Wilmington and Baltimore Railroad Company, which was a party to that consolidation was organized February 5, 1838, by the consolidation under authority of an act of Delaware, of February 4th, 1833, and an act of Maryland, of January 20, 1838, and an act of Pennsylvania, of December 19, 1837, of the following companies: (1) The Philadelphia and Delaware County Railroad Company, chartered by act of the State of Pennsylvania of April 2, 1831; name changed to Philadelphia, Wilmington and Baltimore Railroad Company, by act of March 14, 1836. (2) The Wilmington and Susquehanna Railroad Company, chartered by act of the State of Delaware, of January 18, 1832, into which the Delaware and Maryland Railroad Company, chartered by act of the State of Maryland, of March 14, 1832, had been merged, by authority of the act of Delaware, of February 4, 1833, act of Delaware of July 24, 1835, an act of Maryland of March 14, 1836. (3) The Baltimore and Port Deposit Railroad Company, chartered by act of Maryland, of March 5, 1832.

The following is a reference to the acts of incorporation and acts supplementary to or amendatory thereof, of each of the companies now constituting the Philadelphia, Wilmington and Baltimore Railroad Company.

Philadelphia, Wilmington and Baltimore Railroad Company—Acts of Pennsylvania, of April 2, 1831 (P. L., page 353); March 14, 1836 (P. L., page 86); February 24, 1837 (P. L., page 20); March 7, 1837 (P. L., page 39); December 19, 1837 (P. L., page 1).

Wilmington and Susquehanna Railroad Company—Acts of Delaware, of January 18, 1832 (Vol. 2, page 133); February 4, 1833 (Vol. 8, page 272); January 26, 1835 (Vol. 8, page 351); July 24, 1835 (Vol. 9, page 9); June 17, 1836 (Vol. 9, page 36); January 13, 1837 (Vol. 9, page 59).

Delaware and Maryland Railroad Company—Acts of Maryland, of March 14, 1832, 1831 chapter 296; March 21, 1833, 1832, chapter 304; March 9, 1835, 1834, chapter 281; March 14, 1836, 1835, chapter 93; April 1, 1836, 1835, chapter 336; February 23, 1837, 1836, chapter 55.

Baltimore and Port Deposit Railroad Company—Acts of Maryland, of March 5, 1832, 1831, chapter 288; March 21, 1833, 1832, chapter 304; January 30, 1834, 1833, chapter 78; April 2, 1836, 1835, chapter 327; March 9, 1837, 1836, chapter 136; January 17, 1838, 1837, chapter 4; January 20, 1838, 1837, chapter 30; March 22, 1838, 1837, chapter 270.

Philadelphia, Wilmington and Baltimore Railroad Company—Acts of Pennsylvania, subsequent to consolidation, February 27, 1838 (P. L., page 39); April 16, 1838 (P. L., page 462); March 16, 1839 (P. L., page 100); April 13, 1851 (P. L., page 707); March 29, 1855 (P. L., page 142); April 27, 1855 (P. L., page 349).

Acts of Delaware, of January 28, 1839 (Vol. 9, page 205); February 12, 1839 (Vol. 9, page 241); February 14, 1839 (Vol. 9, page 243); February 21, 1843 (Vol. 9, page 517); February 22, 1843 (Vol. 9, page 521); February 12, 1845 (Vol. 10, page 42); January 30, 1847 (Vol. 10, page 121); February 4, 1847 (Vol. 10, page 137); February 23, 1849 (Vol. 10, page 196); February 28, 1853 (Vol. 11, page 81); February 26, 1855 (Vol. 11, page 264); February 10, 1859 (Vol. 11, page 79); February 25, 1859 (Vol. 11, page 759); March 11, 1863 (Vol 12, page 309); February 23, 1869 (Vol. 13, page 652); March 2, 1871 (Vol. 14, page 135); March 3, 1871 (Vol. 14, page 139); March 25, 1872 (Vol. 14, page 339); April 11, 1873 (Vol. 14, page 338); February 22, 1877 (Vol. 15, page 514); February 10, 1881 (Vol. 16, page 670); March 8, 1877 (Vol. 15, page 541); February 27, 1833 (Vol. 17, page 299); February 27, 1883 (Vol. 17, page 302); February 4, 1885 (Vol. 17, page 804).

Acts of Maryland, of January 28, 1839, 1838, chapter 126; March 10, 1842, 1841, chapter 207; April 14 1853, 1852, chapter 138; May 30, 1853, 1853, chapter 411; March 9, 1864, chapter 211; March 9, 1864, 1864, chapter 335; March 28, 1868, 1868, chapter 233.

Southwark Railroad Company—Acts of Pennsylvania, of April 2, 1831 (P. L., page 360); April 14, 1835 (P. L., page 274); April 15, 1835 (P. L., page 341); April 5, 1849 (P. L., page 389); April 9, 1867 (P. L., page 984).

New Castle and Frenchtown Turnpike and Railroad Company—Acts of Delaware, of February 7, 1829 (Vol. 7, page 313); February 7, 1829 (Vol. 7, page 319); January 26, 1831 (Vol. 8, page 57); February 9, 1832 (Vol. 8, page 175); January 22, 1833 (Vol. 8, page 207); February 16, 1841 (Vol. 9, page 376); February 21, 1843 (Vol. 9, page 515); February 24, 1847 (Vol. 10, page 206); February 7, 1849 (Vol. 10, page 287); February 23, 1849 (Vol. 10, page 354); February 7, 1852 (Vol. 10, page 652); March 4, 1857 (Vol. 11, page 521); March 19, 1863 (Vol. 12, page 339); March 2, 1867 (Vol. 13, page 218); March 24, 1875 (Vol. 15, page 177); February 23, 1877 (Vol. 15, page 514).

Acts of Maryland of 1809, chapter 64; March 14, 1828, 1827, chapter 207; March 14, 1829, 1828, chapter 198; February 9, 1830, 1829, chapter 64; February 7, 1842, 1841, chapter 265; February 28, 1850, 1849, chapter 249; March 10, 1856, 1856 chapter 249.

New Castle and Wilmington Railroad Company—Acts of Delaware of February 19, 1839 (Vol. 9, page 276); February 2, 1847 (Vol. 10, page 131); January 16, 1852 (Vol. 10, page 662); February 26, 1852 (Vol. 10, page 705); February 22, 1877 (Vol. 15, page 514).

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. B. Roberts,	Broad Street Station, Philadelphia,	January 14, 1895.
Jacob Tome,	Port Deposit, Maryland,	do.
William Sellers,	1600 Hamilton St Philadelphia,	do.
Frank Thompson,	Broad Street Station, Philadelphia,	do.
John P. Green,	Broad Street Station, Philadelphia,	do.
Henry D. Welsh,	Wissahickon Heights, Chestnut Hill,	do.
B. B. Comegys,	Philadelphia National Bank, Phila.,	do
Benjamin F. Newcomer,	15-16 Spear's Wharf, Baltimore,	do.
Edward Lloyd,	Tum's Mills, Talbot Co., Maryland,	do.
Skipwith Wilmer,	207 N. Calvert Street, Baltimore,	do.
E. T. Warner,	Wilmington, Delaware,	do.
German H. Hunt,	Baltimore Trust & Guar. Co., Balto.,	do.
N. P. Shortridge,	Wynnewood, Montgomery Co., Pa.,	do.
Preston Lea	Wilmington, Delaware,	do.
John Cassels,	1907 F Street, Washington, D. C.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAMES.	ADDRESS.
President,	George B. Roberts,	Broad St. Sta'n, Phila.
Assistant to President,	Saml. Rea,	do. do.
Vice President,	Frank Thompson,	do. do.
Second Vice President,	John P. Green,	do. do.
Third Vice President,	Chas. E. Pugh,	do. do.
Secretary,	John C. Simms,	do. do.
Assistant Secretary,	D. S. Newhall,	do. do.
Treasurer,	Robt. W. Smith,	do. do.
Assistant Treasurer,	P. Frank Hunter,	do. do.
Chief of Motive Power,	Thomas N. Ely,	do. do.
Chief Engineer,	Wm. H. Brown,	do. do.
General Solicitor,	John Scott,	do. do.
Comptroller,	Robt. W. Downing,	do. do.
Assistant Comptroller,	M. Riebenack,	no. do.
General Manager,	S. M. Prevost,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Philadelphia, Wilmington and Baltimore railroad.	Philadelphia.	Baltimore, Md.,	94.89	17.50
Southwark branch.	Broad street station, Philadelphia.	Dock street, Phila..	1.71	1.71
Shellport branch.	Edgemoor, Del.,	Near Newport, Del.,	5.30	
Brandywine branch.	Landilth, Del.,	Augustine Mill, Del.,	2.14	
New Castle and Wilmington branch.	Delaware June'n, Del.	Shellport Cross'g, Del.	.96	
Newark and Delaware City branch.	Newark, Del.,	Delaware City, Del.,	11.79	
Delaware railroad—Main line,	Shellport Cross'g, Del.	Delmar, Del.,	95.22	
New Castle cut-off.	Junction Shellport branch.	New Castle, Del.,	5.51	
Branch.	Townsend, Del.,	Masseys, Md.,	9.25	
Branch.	Clayton, Del.,	Smyrna, Del.,	1.29	
Branch.	Seaford, Del.,	Near Oak Grove, Del.,	5.73	
Delaware and Chesapeake railway.	Clayton, Del.,	Oxford, Md.,	54.30	
Cambridge and Seaford railroad,	Near Oak Grove, Del.,	Cambridge, Md.,	27.24	
Delaware, Maryland and Virginia railroad,	Harrington, Del., / Georgetown, Del.,	Rehoboth, Del., / Franklin City, Va.,	97.53	
Baltimore and Potomac railroad.	Baltimore, Md.,	S. end Long Br'ge, D.C.	43.31	
Branch.	Bowie, Md.,	Pope's Creek, Md.,	48.70	
Cantonsville Short Line railroad.	London Park, Balti're.	Cla'nt stock yd's, Balt.	1.20	
	London Park, Balti're.	Cantonsville, Md.,	3.80	
Washington Southern railway,	June'n Baltimore & Potomac R. R., S. end Long B'ge, D.C.	Quantico, Va., branch,	34.67	
Philadelphia and Baltimore Central railroad,	West Philadelphia,	Octoraro Junction, Md.	62.62	53.29
Branch.	Wawa, Pa.,	West Chester, Pa.,	9.43	9.43
Branch.	Brandywine Summit.	Karlin Works, Pa.,	1.63	1.63
Chester Creek railroad.	Lenni, Pa.,	Lamokin, Pa.,	6.69	6.69
South Chester railroad.	Chester, Pa.,	Crescent Oil W'ks br'h.	3.78	3.78
Total mileage operated,			628.69	94.03

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road.	$15,453,159 65	Capital stock,	$11,819,350 00
Bonds of other companies owned.	525,581 69	Funded debt,	5,893,765 00
Stocks of other companies owned,	3,369,099 35	Current liabilities,	2,441,669 60
Cash and current assets,	2,486,935 11	Sinking fund,	548,000 90
Other assets:		Profit and loss,	2,053,748 18
Sinking fund,	584,000 00		
Sundries,	2,012 76		
Materials and supplies.	335,744 22		
Total,	$22,756,532 78	Total.	$22,756,532 78

IMPORTANT CHANGES DURING THE YEAR.

Principal of ground rent increased $166.67.

Securities aequired during year—Delaware Railroad Company stock, par value $6,850, Union Railroad Company stock, per value $500,000.00.

The total mileage of the system is reduced by 25.90 miles owing to the fact that the Queen Annis and Trent Railroad Company continued operating their road on May 13, 1894.

CONTRACTS, AGREEMENTS, ETC.

Express business done by Adams Express Company under contract.

United States mails carried.

Sleeping cars furnished by Pullman's Palace Car Company, under contract Pennsylvania Railroad and Pullman Parlor and Dining Cars used.

Agreement between the Peninsular Railroad Company of Maryland, the Peninsular Railroad Company of Virginia, consolidated as the New York, Philadelphia and Norfolk Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the Pennsylvania Railroad Company, dated May 23, 1882.

Agreement between the Pennsylvania Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, and the New York, Philadelphia and Norfolk Railroad, dated September 26, 1883.

Agreement between the Baltimore and Potomac Railroad Company, the Philadelphia, Wilmington and Baltimore Railroad Company, G. C. Wilkins, receiver; Alexandria and Washington Railroad Company, and the Alexandria and Washington Railroad Company, and the Washington, Ohio and Western Railroad Company, dated January 7, 1885.

Agreement with Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	29	12
Number iron,	48	12
Number wooden,	5	1
Trestles:		
Number,	25	. . . . .
Aggregate length (feet),	12,273	. . . . .
Telegraph:		
Miles of line owned by this company,	12.30	. . . . .
Miles of wire owned by this company,	13.30	. . . . .
Miles of line operated by this company,	97.85	19.50
Miles of wire operated by this company,	686.32	180.10

Gauge of track, ... 4 ft. 8 1-2 and 9 in.

PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.
By what authority incorporated: Pennsylvania, April 3, 1869.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
Theo. Voorhees,	Philadelphia.	Jacob Beerbrower,	Uwchland, Pa.
Jno. Oberholzer,	Norristown, Pa.	A. M. F. Stileler,	Uwchland, Pa.
Sam'l Holman,	Chester Springs, Pa	Levi B. K·ler,	Phœnixville, Pa.
Francis Hallman,	Chester Springs, Pa.	Levi Oberholzer,	Phœnixville, Pa.
W. K. Brownback,	Downingtown, Pa.	Horace Latshaw,	Anselma, Pa.
Morris Fussel,	Chester Springs, Pa.	Jacob Emery,	Chester Springs, Pa.
Daniel Keeley,	Uwchland, Pa.		

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITIE.	NAME.	ADDRESS.
President,	James Boyd,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pickering Valley Railroad Company.	Phœnixville,	Byers, Pa.. .	Philadelphia and Reading Railroad.	11.30	11.30

Leased to the Philadelphia and Reading Railroad Company, for 29 years, from September 1, 1871. Lessee pays all expenses of operating and to this company as rental a sum equal to 30 per cent. of the gross receipts.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$481,399 08	Capital stock,	$95,655 00
Cash and current assets,	139 91	Funded debt,	332,300 00
Profit and loss,	529,222 68	Current liabilities,	576,991 42
		Accrued interest on funded debt not yet payable,	5,815 25
Total,	$1,010,761 67	Total,	$1,010,761 67

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	3	3
Number wooden,	4	4
Trestles :		
Number,	2	2
Aggregate length (feet),	872	872

Gauge of track, ... 4 ft. 8 1-2 in.

PINE CREEK RAILWAY COMPANY.

Date of organization: February 17, 1870.
By what authority incorporated: State of Pennsylvania, page 149, pamphlet laws.
Operated by the Corning, Cowanesque and Antrim Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York city,	January 14, 1895.
William K. Vanderbilt,	New York city,	do.
Chauncey M. Depew,	New York city,	do.
H. McK. Twombly,	New York city,	do.
George J. Magee,	Watkins, N. Y.,	do.
Anton Hardt,	Wellsboro', Pa.,	do.
M. E. Olmsted,	Harrisburg, Pa.,	do.
William Howell,	Antrim, Pa.,	do.
George F. Baer,	Reading, Pa.,	do.
F. E. Herriman,	Philadelphia,	do.
W. D. Kelly,	Philadelphia,	do.
Jefferson Harrison,	Wellsboro', Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Wellsboro', Pa.
Postoffice address of operating company, Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry Sherwood,	Wellsboro', Pa.
Vice President,	George J. Magee,	Corning, N. Y.
Secretary,	E. V. W. Rossiter,	Grand Central Station, N. Y.
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pine Creek Railway Company.	Stokesdale Junction. Pa.	Newberry Junction, Pa.	Corning, Cowanesque and Antrim Railway Company.	74.80	74.80

This road is operated by the Corning, Cowanesque and Antrim Railway Company, under contract of lease dated July 1, 1892, the lessee company paying 30 per cent. of the gross earnings as rental in full under said lease.

Lease to terminate on June 30, 1903.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,645,628 08	Capital stock,	$1,000,000 00
Cash and current assets,	5,198 29	Funded debt,	3,525,000 00
Profit and loss,	196,490 04	Current liabilities,	304,691 41
		Accrued interest on funded debt not yet payable,	17,625 00
Total,	$4,847,316 41	Total,	$4,847,316 41

IMPORTANT CHANGES DURING THE YEAR.

Twenty-two thousand second mortgage bonds redeemed and cancelled.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The first mortgage bonds are guaranteed by the New York Central and Hudson River Railroad Company, the Philadelphia and Reading Railroad Company, and the Corning, Cowanesque and Antrim Railway Company.

PINE CREEK RAILWAY COMPANY, FALL BROOK RAILWAY COMPANY LESSEE.

Date of organization, July 1, 1892 (succeeding Corning, Cowanesque and Antrim Railway Company.

By what authority incorporated: Corning, Cowanesque and Antrim Railway Company, laws of New York, 1869, chapter 917; laws of Pennsylvania, approved May 16, 1861. Name changed to Fall Brook Railway Company, July 1, 1892. Order Supreme Court, special term June 21, 1892, at Watkins, Schuyler county, New York. Order court of common pleas of Tioga county, Pennsylvania, April term, 1892, No. 151.

If a consolidated company, name the constituent companies: Blossburg and Corning Railroad Company, Wellsboro and Lawrenceville Railroad Company, Cowanesque Valley Railroad Company, purchased and consolidated into Corning, Cowanesque and Antrim Railway Company, July 2, 1873.

Blossburg and Corning Railroad Company—Chapter 191, laws of New York, 1826, Tioga Coal, Iron, Mining and Manufacturing Company, was incorporated with power to construct slackwater navigation. That act amended by chapter 81, laws of 1833, authorized that company to construct a railroad, and chapter 90, laws of 1851, name of company changed to Corning and Blossburg Railroad Company. The road afterward sold sheriff sale, and reorganized March 19, 1854, under general railroad laws of New York, passed April 2, 1850, under name of Blossburg and Corning Railroad Company—wholly in State of New York.

Wellsboro and Lawrenceville Railroad Company—Organized by act of legislature of Pennsylvania, approved April 4, 1867, supplement to same approved March 20, 1868, further supplement approved May 10, 1871—wholly in State of Pennsylvania.

Cowanesque Valley Railroad Company—Organized by act of legislature of Pennsylvania, approved April 9, 1869, supplement to same approved March 29, 1871—wholly in State of Pennsylvania.

*DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. J. Magee,	Watkins, N. Y.,	November 14, 1894.
John Lang,	Watkins, N. Y.,	do.
Daniel Beach,	Watkins, N. Y.,	do.
Henry Sherwood,	Wellsboro', Pa.,	do.
John Magee,	Watkins, N. Y.,	do.
Duncan S. Ellsworth,	Watkins, N. Y.,	do.

*Fall Brook Railway Company, lessee and operators.

Date of last meeting of stockholders for election of directors: November 8, 1893.

Postoffice address of general office: Pine Creek Railway Company, Grand Central Station New York city.

Postoffice address of operating company: Corning, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. J. Magee,	Corning, N. Y.
First Vice President,	John Lang,	do.
Second Vice President & Gen'l Counsel,	Daniel Beach,	do.
Secretary and Ass't to President,	John Magee,	do.
Treasurer,	John H. Lang,	do.
Chief Engineer,	S. T. Hayt, Jr.,	do.
Auditor,	William Nicholson,	do.
Traffic Manager,	E. F. Kershner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pine Creek Railway	Stokesdale Junction, Pa.	Newberry Junction, (Williamsport) Pa.	74.80	74.80

GENERAL BALANCE SHEET.

Reported by Pine Creek Railway Company.

CONTRACTS, AGREEMENTS, ETC.

American Express Company pays "first class" rates on merchandise freight and mileage proportion of one-half of receipts on money packages. Cars furnished and maintained by railway.

United States government, mails, at $5,553.96 per annum.

Blue, Red, White, Nickel Plate, West Shore, Hoosac Tunnel, Interstate Despatch, Merchants' Despatch, Southwest, Commercial Express lines. Merchants' Despatch furnish its own cars at current rates mileage and commission on all freight secured for the road, others use cars furnished by roads over which they run and receive a prorate of a fixed through rate of freight.

Beech Creek Railroad Company trackage on twelve miles, south end.

Western Union Telegraph Company, use line for commercial business for one-half of receipts.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron	6	6
Number wooden	24	24
Number combination	21	21
Trestles:		
Number	7	7
Aggregate length (feet)	288	288
Telegraph:		
Miles of line operated by this company	75	75
Miles of wire operated by this company	150	150

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Reported by Pine Creek Railway Company, lessor.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Blue, Red, White, Nickel Plate, West Shore, Southwest Despatch, Interstate Despatch, Merchants' Despatch, Commercial Express.

PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.

By what authority incorporated: Charter from State of Pennsylvania, and special acts dated February 21, 1872, and April 5, 1873.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James M. Bailey	Pittsburgh,	February, 1895.
F. B. Strunz,	Pittsburgh,	do.
James R. Redman	Pittsburgh,	do.
Thos. A. Noble,	Pittsburgh,	do.
J. M. Conroy,	Allegheny City, Pa.,	do.
Jacob Geib,	Pittsburgh,	do.
Chas. Zugsmith, Jr.,	Pittsburgh,	do.
Geo. G. Rahanser,	Pittsburgh,	do.
P. F. Schuchman,	Pittsburgh,	do.
L. S. McKallep,	Pittsburgh,	do.

Date of last meeting of stockholders for election of directors: February 19, 1894.
Postoffice address of general office: Pittsbugh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Walter Chess.	Pittsburgh.
Vice President	James M. Bailey,	do.
Secretary, Treasurer	E. J. Reamer,	do.
Chief Engineer,	W. A. Edeburn,	do.
Gen'l Solicitor, Att'y or Counsel,	Thos. A. Noble,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Castle Shannon Railroad Company.	Pittsburgh,	Arlington,	6.50	6.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$365.377 28	Capital stock,	$481.400 00
Cost of equipment,	33.276 53	Funded debt,	228.799 52
Other permanent investments,	275 00	Current liabilties,	55,308 57
Lands owned—Real estate.	10,714 75	Accrued interest on funded debt not yet payable,	5.000 00
Coal lands,	68,191 21		
Live stock,	2.845 00		
Cash and current assets,	9,347 42		
Profit and loss,	280,480 90		
Total,	$770,508 09	Total,	$770,508 09

CONTRACTS, AGREEMENTS, ETC.

Mails are carried outward and inward once daily, five pouches for $287.68 per annum.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron (330 and 75 feet),	2	2
Trestles:		
Number,	4	4
Aggregate length (feet),	1,530	1,530
Tunnels:		
Number,	1	1
Maximum length (feet),	1,700	1,700
Telegraph:		
Miles of line owned by this company,	6	6
Miles of wire owned by this company,	24	24
Miles of line operated by this company,	6	6
Miles of wire operated by this company,	24	24

Gauge of track, ... 40 inches.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name all the parties to whom such property belongs: Two hundred and seven feet on Carson street, Coal Incline Plane right of way, tunnel right of way, Incline No 2, right of way 2.112 feet long John H. and James M. Baily. $2,800 per annum.

PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RAILWAY COMPANY.

Date of organization: October, 1881.
By what authority incorporated: Act approved April 4, 1868.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John E. Davidson,	Pittsburgh,	January, 1895.
J. T. Brooks,	do.	do.
J. J. Turner,	do.	do.
Jno. Newell,	do.	do.
J. H. Reed,	do.	do.
Jno. G. Robinson,	do.	do.

Date of last meeting of stockholders for election of directors: January 22, 1894.
Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James McCrea,	Pittsburgh.
Vice President,	Jno. E. Davidson,	do.
Secretary,	R. T. Hill,	do.
Treasurer,	Jno. G. Robinson,	do.
Accountant,	R. T. Hill,	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh, Chartiers and Youghiogheny Railway Company.	Chartiers Station, . .	Junction No. 1, ...	7.25	7.25
	Woodville Junction, . .	Beechmont, ...	4.17	4.17
	Painter's Run, ...	Branch, ...	2.75	2.75
	County Home, ...	Beadling, ...		
	Branch, ...	Ohio River, ...	.62	.62
	Branch, ...	P. and L. R. R. Freight Yards.	.95	.95
			15.74	15.74
	Trackage rights. Junction No. 1, ...	Woodville Junction, . .	1.40	1.40
Total mileage operated, ...	. . . . .	. . . . .	17.14	17.14

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$1,178,061 77	Capital stock, ...	$700,000 00
Cost of equipment, ...	221,316 35	Funded debt, ...	696,000 00
Cash and current assets, ...	33,538 14	Current liabilities, ...	7,658 57
		Accrued interest on funded debt not yet payable, ...	11,760 00
		Profit and loss, ...	17,497 69
Total, ...	$1,432,916 26	Total, ...	$1,432,916 26

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Postoffice Department for the transportation of mails from Woodville to Hickman, Pa., 3.81 miles, and from Woodville to Bradling, Pa., 3.03 miles. The compensation for same being at rate of $292.40 per annum from November 13, 1893, to June 30, 1897.

This company pays the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company for use of 1.40 miles of track, a fixed annual rental of $2,973.60 and in addition pays the said company a proportional cost of all expenses of renewing, maintaining and perpetuating the track, based upon the proportion which car and engine mileage bears to the total car and engine mileage of both parties over said track.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	9	9
Number wooden, ...	14	14
Number combination, ...	1	1
Trestles:		
Number, ...	6	6
Aggregate length (feet), ...	1,732	1,732
Tunnels:		
Number, ...	1	1
Maximum length (feet), ...	338	338
Aggregate length (feet), ...	338	338
Telegraph:		
Miles of line owned by this company, ...	13.94	13.94
Miles of wire owned by this company, ...	16.21	16.21

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Commencing April 1, 1894, and annually on the first day of April thereafter this company provides out ofits net earnings a sinking fund equal to the aggregrate of one per centum on the then outstanding issue of its bonds.

PITTSBURG, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.

By what authority incorporated: Incorporated under the laws of Pennsylvania, Ohio, Indiana and Illinois, as per copy of agreement of consolidation filed with report for nine months ending June 30, 1891.

If a consolidated company, name the constituent companies: This company is a consolidation, taking effect October 1, 1890, of the Pittsburgh, Cincinnati and St. Louis Railway Company, Chicago, St. Louis and Pittsburgh Railroad Company, the Cincinnati and Richmond Railroad Company and Jeffersonville, Madison and Indianapolis Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	April, 1895.
Frank Thomson,	Philadelphia,	April, 1895.
John P. Green,	Philadelphia,	April, 1895.
Charles E. Pugh,	Philadelphia,	April, 1895.
Geo. Willard,	Chicago, Ill.,	April, 1896.
Briggs S. Cunningham,	Cincinnati, Ohio,	April, 1896.
William Stewart,	Pittsburgh,	April, 1896.
J. T. Brooks,	Pittsburgh,	April, 1897.
John E. Davidson,	Pittsburgh,	April, 1897.
Henry H. Houston,	Philadelphia,	April, 1897.
James McCrea,	Pittsburgh,	April, 1898.
William H. Barnes,	Philadelphia,	April, 1898.
Samuel S. Dennis,	Newark, N. J.,	April, 1898.

Date of last meeting of stockholders for election of directors: April 10, 1894.

Postoffice address of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
First Vice President,	James McCrea,	Pittsburgh.
Second Vice President,	J. T. Brooks,	Pittsburgh.
Third Vice President,	John E. Davidson,	Pittsburgh.
Secretary,	S. B. Liggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.
Assistant Treasurer,	M. C. Spencer,	Pittsburgh.
Chief Engineer,	M. J. Becker,	Pittsburgh.
General Counsel,	J. J. Brooks,	Pittsburgh.
Comptroller,	John W. Renner,	Pittsburgh.
Assistant Comptroller,	Albert McElevey,	Pittsburgh.
Auditor of Freight Receipts,	John M. Lyon,	Pittsburgh.
Auditor of Passenger Receipts,	J. P. Farley,	Pittsburgh.
Auditor of Disbursements,	James Instan,	Pittsburgh.
General Manager,	Joseph Wood,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittsburgh, Cincinnati, Chicago and St. Louis railway.				
Pittsburgh Division,	Birmingham (South Pittsburgh).	Columbus, O.,	189.42	33.84
Indianapolis Division,	Columbus, O.,	Indianapolis, Ind.,	187.11	
Richmond Division,	Richmond Junc., Ind.,	Anoka Junc., Ind.,	102.22	
	Rendcomb Junc., O.,	Hamilton Junc., O.,	24.47	
	New River Junc., O.,	Indiana State Line,	95.55	
	Ohio State Line,	Indianapolis Division Junction, Ind.	3.77	
Chicago Division,	Bradford Junction, O.,	Chicago, Ill.,	250.98	
	Logansport, Ind.,	Effner, Ind.,	60.19	
Louisville Division,	Indianapolis, Ind.,	Jeffersonville, Ind.,	108.40	
Bridgeville and McDonald branch,	Bridgeville, Pa.,	Reed's Mines, Pa.,	7.81	7.81
	Cecil, Pa.,	Bishop, Pa.,	1.09	1.09
New Cumberland branch,	New Cumberland Jct., W. Va.	Kenilworth, W. Va.,	17.43	
Cadiz branch,	Cadiz Junction, O.,	Cadiz, O.,	7.85	
New Albany branch,	Jeffersonville, Ind.,	New Albany, Ind.,	4.54	
Jeffersonville branch,	Junction of New Albany branch.	Junc. with main line Jeffersonville, Ind.	1.47	
Madison branch,	Columbus, Ind.,	Madison Ind.,	44.90	
Cambridge branch,	Columbus, Ind.,	Cambridge City, Ind.,	65.04	
Steubenville Extension,	Pittsburgh,	Birmingham (South Pittsburgh), Pa.	1.23	1.23
Union Depot Tracks, Columbus, O.,	Eastern end of depot yard.	High street,	.25	
Union Railway, Indianapolis, Ind.,	Terminal tracks connecting main line with Union station.		1.01	
Lake Erie and Western railroad,	Indianapolis, Ind.,	Ko Komo, Ind.,	54.23	
Cincinnati, Hamilton and Dayton, railroad.	Hamilton Junc., O.,	New River Junc., O.,	1.53	
Louisville Bridge,	Jeffersonville, Ind.,	Louisville, Ky.,	2.45	
Little Miam railroad,	Columbus, O.,	Cincinnati, O.,	119.35	
	Xenia, O.,	Springfield, O.,	19.31	
	Xenia, O.,	Indiana State Line,	53.34	
Cincinnati Street Connection railr'd,	Little Miami railroad	C. C. C. and St. L. rail'd.	2.49	
Ohio Connecting railway,	Junc. with P. C. C. and St. L. railway 2 miles west of Birmingham, Pa.	Junc. with P. F. W. and C. railway, Verner Station, Pa.	2.75	2.75
Sheridan branch,	Junct. with P. C. C. and St. L. railway 2½ miles west of Birmingham.	Junc. with main line Ohio Connecting railway.	.52	.52
Chartiers railway,	Carnegie, Pa.,	Washington, Pa.,	22.76	22.76
Chartiers Connecting railway in Washington.	Terminus of Chartiers railway.	Terminus of W. and W. railroad.	.72	.72
Pittsburgh, Wheeling and Kentucky railroad.	Wheeling Jc., W. Va.,	Benwood, W. Va.,	28.04	
Englewood Connecting railway, Fifty-ninth street, Chicago.	Junc. with P. C. C. and St. L. railway.	Junc. with P. F. W. and C. railway.	2.35	
Total mileage operated,			1,402.57	70.72

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$93,517,838 38	Capital stock,	$47,847,541 04
Cost of equipment,		Funded debt,	44,384,590 00
Bonds of other companies owned,	705,000 00	Current liabilities,	5,813,281 27
Stocks of other companies owned,	307,648 30	Deferred liabilities,	1,042,024 73
Cash and current assets,	3,091,900 42	Accrued interest on funded debt not yet payable,	533,160 02
Other assets:			
Sinking fund,	568,508 02	Accrued principal on car trust not yet payable,	47,774 17
Sundries,	529,474 95		
Betterments to leased roads,	386,043 88		
Car trust equipment,	262,590 00		
Profit and loss,	299,367 28		
Total,	$99,668,371 23	Total,	$99,668,371 23

IMPORTANT CHANGES DURING THE YEAR.

An extension of the New Cumberland branch from New Cumberland to Kenilworth, 7.06 miles in length, was opened for business February 26, 1894.

One hundred and seven thousand of the old first mortgage bonds of the Chicago and Great Eastern Railway Company, matured October 1, 1893, and were paid off and cancelled.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by extent of actual service performed, based on weight of mails carried for thirty consecutive days during each quadrennial period. Additional compensation is allowed for special fast service and also for postal car service.

Sleeping, parlor or dining car companies: Pullman's Palace Car Company, furnishes its cars for use over the lines of this company, maintaining the same and collecting from passengers from twenty-five cents to $2.50 each for single seat or birth according to distance, in addition to railroad fare collected by this company. In case cars running between Pittsburgh, Pa., and Indianapolis, Ind., via Dayton, Ohio, fail to earn for the Pullman Company an average of $7,500 per car per annum, this company pays the Pullman Company, three cents per car per mile run by its cars, or so much thereof as may be necessary to increase the average gross earnings to $7.500 per car per annum. It also furnishes the dining cars run between Pitsburgh, Pa., and Indianapolis, Ind., for which this company pays a fixed rental and keeps the cars in repair; the Pulman Company operating them as agent of this company.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in the proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rental is received and paid under contract with other companies.

Telegraph companies: The Western Union Telegraph Company is granted the privilege of use of this company's lines, paying a fixed rental therefor.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	166	20
Number iron,	370	14
Number wooden,	129	3
Trestles:		
Number,	414	7
Aggregate length (feet),	44,688	480
Tunnels:		
Number,	12	6
Maximum length (feet),	3,274	2,374
Minimum length (feet),	286	286
Aggregate length of all tunnels (feet),	14,363	5,733
Telegraph:		
Miles of line owned by this Company jointly with Western Union Telegraph Company,	1,114.2	30.6
Miles of wire owned by this company,	3,652.5	270.1
Miles of line operated by this Company jointly with Western Union Telegraph Company,	1,114.2	30.6
Miles of wire operated by this company,	3,652.5	270.1
Miles of line operated by Western Union Telegraph Company,	22	.....
Miles of wire operated by Western Union Telegraph Company,	5,865.9	315

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, consolidated mortgage 4½ per cent. bonds. A sinking fund of one per cent. per annum on bonds outstanding to be paid out of net earnigs and the annual interest on bonds before purchased by said fund.

Jeffersonville, Madison and Indianapolis Railroad Company, first mortgage 7 per cent. bonds. A sinking fund of not less than $15,000 per annum is provided for.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Chicago and Ohio River Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Despatch.

PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

Date of organization: June 11, 1846.

By what authority incorporated: State of Pennsylvania, acts, April 8, 1837, April 18, 1843, April 19, 1843, April 3, 1846, April 10, 1846, April 17, 1846, March 15, 1847, March 15, 1847, March 27, 1848, March 20 1849 April 12 1853, March 31, 1853, April 18, 1853, April 21, 1853, March 3, 1854, April 6, 1854, April 19, 1854 April 26 1854 March 2, 1855, March 21, 1855, April 3, 1856, April 11, 1856, January 28, 1857, April 11, 1863 April 14, 1863, August 19, 1864, April 17, 1866.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Cincinnati, O.,	1st Monday Dec., 1894.
Alexander Shaw,	Baltimore, Md.,	do.
Mendes Cohen,	Baltimore, Md.,	do.
Charles Donnelly,	Pittsburgh, Pa.,	do.
Findley H. Burns,	Baltimore, Md.,	do.
John D. Scully,	Pittsburgh, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
John W. Chalfant,	Allegheny, Pa.,	do.
Geo. A. Berry,	Pittsburgh, Pa.,	do.
William Metcalf,	Pittsburgh, Pa.,	do.
W. J. Moorhead,	Pittsburgh, Pa.,	do.
W. H. Koontz,	Somerset, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 3, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Orland Smith,	Cincinnati, O.
Secretary, Treasurer, Auditor,	J. B. Washington,	Pittsburgh, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Pittsburgh and Connellsville Railroad Company.	Pittsburgh, Pa.	Mt. Savage Junction, Md.	Baltimore and Ohio Railroad Company.	146.70	144.40
Hickman Run branch,	Hickman Run Junction, Pa.	Cora Mines, Pa.	Baltimore and Ohio Railroad Company.	2.10	2.10
Total mileage,				148.80	146.50

The Pittsburgh and Connellsville Railroad Company, was leased by the Baltimore and Ohio Railroad Company, for a period of fifty (50) years, from January 1, 1876, which lease is renewable at the option of the Baltimore and Ohio Railroad Company.

The lessees agree at all times during the term of the lease, to work, use, manage, operate, maintain and keep in public use, the Pittsburgh and Connellsville Railroad, with the appurtenances and to apply the receipts as follows:

To operating and keeping in repair said road and its property.

To pay interest on consolidated mortgage bonds.

If however during any year the receipts are not sufficient to meet the expenses, the deficit to be made up from receipts of subsequent years.

If the receipts exceed the expenses, the remainder is to be paid to the Pittsburgh and Connellsville Railroad Company, the lessor.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,246,258 03	Capital stock,	$1,956,091 05
Cost of equipment,	1,734,411 53	Funded debt,	20,718,224 00
Bonds of other companies owned,	1,750,300 00	Current liabilities,	5,686,569 19
Stocks of other companies owned,	1,052,239 63		
Cash and current assets,	151,031 03		
Sinking fund,	467,044 00		
Sundries,	68,086 75		
Trustees stock, $435 71			
Investment S. fund, 67,651 04			
Profit and loss,	7,891,513 27		
Total,	$28,360,884 24	Total,	$28,360,884 24

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	58	54
Number wooden,	4	4
Trestles:		
Number,	11	11
Aggregate length (feet),	1,453	1,453
Tunnels:		
Number,	4	4
Maximum length (feet),	4,775	4,775
Minimum length (feet),	118	118
Aggregate length of all tunnels (feet),	7,848	7,848
Telegraph:		
Miles of line operated by this company,	148.80	144.40
Miles of wire operated by this company,	446.40	433.20

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: A sinking fund on account of consolidated mortgage bonds, dated January 1, 1876.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Date of organization: February 26, 1862.

If a consolidated company, name the constituent companies: Ohio and Pennsylvania Railroad in Ohio, March 20, 1850;Company, chartered in Ohio, February 24, 1848, chartered in Pennsylvania, April 11, 1848; Ohio and Indiana Railroad Company, chartered in Ohio, March 20, 1850, chartered in Indiana, January 15, 1851; Fort Wayne and Chicago Railroad Company, chartered in Indiana, September 22, 1852, chartered in Illinois, February 5, 1853; consolidation completed August 1, 1856.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Charles Lanier	New York city, N. Y.,	Annual election, 1896.
Harry Amy,	New York city, N. Y.,	Annual election, 1896.
W. M. C. Egleston,	New York city, N. Y.,	Annual election, 1896.
John S. Kennedy,	New York city, N. Y.,	Annual election, 1897.
George B. Roberts,	Philadelphia,	Annual election, 1895.
John N. Hutchinson,	Philadelphia,	Annual election, 1898.
Charles E. Speer,	Pittsburgh,	Annual election, 1897.
James McCrea,	Pittsburgh,	Annual election, 1896.
John Sherman,	Mansfield, Ohio,	Annual election, 1895.
Learner B. Harrison,	Cincinnati, Ohio.	Annual election, 1895.
William Hooper,	Cincinnati, Ohio.	Annual election, 1898.
Edward P. Williams,	Fort Wayne, Ind.,	Annual election, 1897.
Levi Z. Leiter.	Chicago, Ill.,	Annual election, 1898.

Date of last meeting of stockholders for election of directors: May 16, 1894.
Postoffice address of general office: Pittsburgh, Pa. (Lock Box 340).
Postoffice address of operating Company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President.	Charles Lanier,	17 Nassau street, N. Y.
Secretary, Treasurer,	John J. Ilaley.	Pittsburg (L. B. 340).
General Solicitor, Attorney or Counsel.	Wheeler H. Peckham,	80 Broadway, New York.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

Leased to the Pennsylvania Railroad Company for a term of 999 years from July 1, 1869, at a rental equal to interest on bonds. One hundred and four thousand per annum to sinking fund (being one per cent. of debt). Seven per cent. divided on stock and a sum sufficient to maintain the organization of the company.

The lessee to keep road in repair, pay taxes, expenses, etc.

Guaranteed special stock is issued to lessee company in payment for betterments made to the railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $37,121,554 73		Capital stock,	$36,681,485 71
Cost of equipment, 11,134,069 92		Funded debt,	12,410,600 00
	$48,255,624 65	Current liabilities,	750,620 91
Miscellaneous securities,	529,700 24	Unsurrendered bonds,	1,100,000 00
Cash and current assets,	762,363 19	Profit and loss,	8,588,237 95
Materials and supplies transferred to the lessee company July 1, 1869,	468,724 84		
Other assets:			
Sinking fund,	8,413,931 65		
Pennsylvania Railroad Company lessee, bonds paid under article 2 of lease not yet surrendered to this company,	1,100,000 00		
Total,	$59,530,344 57	Total,	$59,530,344 57

IMPORTANT CHANGES DURING THE YEAR.

Two million one hundred and thirteen thousand eight hundred and sixty-nine dollars and forty cents guaranteed special stock issued to the lessee company in payment for betterments.

PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY—PENNSYLVANIA COMPANY OPERATING.

For history of operating company see report of Pennsylvania Company.

History of Pittsburgh, Fort Wayne and Chicago Railway Company, should be reported by that company.

DIRECTORS.

See report of Pittsburgh, Fort Wayne and Chicago Railway Company for organization of Pittsburgh, Fort Wayne and Chicago Railway Company.

OFFICERS.

For list of officers of Pittsburgh, Fort Wayne and Chicago Railway Company see report of that company.

For list of officers of operating company see report of Pennsylvania Company.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Ft. Wayne and Chicago Railway.	Pittsburgh, ...	Chicago, Ill., ...	468.32	48.74
Cumming's Branch, ...	South Chicago, Ill., .	Cummings, Ill., . . .	1.57	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	469.89	48.74

GENERAL BALANCE SHEET.

Should be reported by Pittsburgh, Fort Wayne and Chicago Railway Company.

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company pays this company 40 per cent. of its gross receipts from general traffic, and 70 per cent. of gross receipts from oyster traffic.

Mails: The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for 30 consecutive days during each quadrennial period.

Sleeping, parlor or dining car companies: Pullman's Palace Car Company furnishes its cars for use over this road maintaining the same and collecting from passengers twenty-five cents to $2.50 each for single seat or birth, according to distance in addition to the regular railroad fare collected by this company. In case the cars running between Pittsburgh and Toledo fail to earn for the Pullman Company an average of $7,500 per car, per annum, this company pays the Pullman Company three cents per car, per mile run, or so much thereof as may be necessary to increase the gross earnings to $7,500 per car, per annum. Dining cars are also furnished to run between Pittsburgh and Chicago, for which this company pays a fixed rental, and keeps the cars in repair, the Pullman Company operating them as agent of this company.

Freight or transportation companies or lines: The Star Union Line transacts business at current rates, the expense of conducting the same being borne by the roads over which it operates in the proportion of the carnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

Other railroad companies: Rentals are received and paid under contracts with other companies.

Telegraph companies: The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of receipts and pays a proportion of the expenses of the telegraph line located on right of way of Pittsburgh, Fort Wayne and Chicago Railway.

Other contracts: The Union News Company pays a fixed rental for certain privileges granted. The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	63	25
Number iron,	169	15
Number wooden,	83	. . . . .
Number combination,	1	. . . . .
estles:		
Number,	37	. . . . .
Aggregate length (feet),	3,024	. . . . .
elegraph:		
Miles of line operated by this company, jointly with Western Union Telegraph Company,	457.1	44.7
Miles of wire operated by this company, jointly with Western Union Telegraph Company,	2,792.4	464.0
Miles of line operated by Western Union Telegraph Company,	391.2	19.3
Miles of wire operated by Western Union Telegraph Company,	7,017.7	744.4

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Trunk Line Association, Central Traffic Association.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line, Erie Despatch.

PITTSBURGH JUNCTION RAILROAD COMPANY.

Date of organization: August 6, 1881.

By what authority incorporated: A consolidated company formed by merger of two companies organized under act of April 4, 1868.

If a consolidated company, name the constituent companies: Pittsburgh Junction Railroad Company, consolidated with Pittsburgh Local Railroad Company, December 21, 1881. Latter company was incorporated September, 1880, formed in August, 1881.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John W. Chalfant,	Allegheny, Pa.,	Until next election.
C. B. Herron,	Allegheny, Pa.,	
H. W. Oliver,	Allegheny, Pa.,	
Jacob Painter,	Pittsburgh,	
Reuben Miller,	Pittsburgh,	
Wm. Metcalf,	Pittsburgh,	
John B. Speer,	Pittsburgh,	
Alex. Bradley,	Pittsburgh,	
A. R. W. Painter,	Pittsburgh,	
C. L. Fitzhugh,	Pittsburgh,	
Chas. F. Moyer,	Baltimore, Md.,	
Wm. L. Frick,	Baltimore, Md.,	

Date of last meeting of stockholders for election of directors: October 16, 1893.

Postoffice adress of general office: 401 Germania Bank Building, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia.
Vice President,	C. L. Fitzbugh	Pittsburgh.
Secretary,	Jas. A. Smith,	Pittsburgh.
Treasurer,	Robt. Wardrop,	Pittsburgh.
Engineer of Way,	A. M. Sprigg,	Pittsbnrgh.
Gen'l Solicitor, Atty. or Counsel,	John McCleave,	Pittsburgh.
Assistant Attorney or Counsel,	Thos. Hernott,	Pittsburgh.
Auditor,	Jas. A. Smith,	Pittsburgb.
Superintendent,	Robt. Finney, Jr.,	Pittsburgh.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh Junction Railroad.				
Main Line,	Laughlin Junction.	Willow Grove Junction. Pittsburgh and Western Railway.	4.47	4 47
River and branch,	Ninth to Sixteenth street and Twentieth to Forty-third street, Pittsburgh, along Allegheny River. Rail betw. Sixteenth and Twentieth streets, unlaid.		2.40	2 40
Total mileage operated,			6.87	6.87

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,423,293 80	Capital stock,	$1,940,000 00
Cost of equipment,	58,104 34	Funded debt,	1,440,000 00
Stocks of other companies owned,	200,000 00	Current liabilities,	245,430 98
		Profit and loss,	55,967 16
Total,	$3,681,398 14	Total,	$3,681,398 14

CONTRACTS, AGREEMENTS, ETC.

Agreement between Pittsburgh Junction Railroad Company, Baltimore and Ohio Railroad Company, and Pitsburgh and Western Railway Company, for interchange of traffic over Pittsburgh Junction Railroad, and to and from same as to method of interchange and rates to be allowed Pittsburgh Junction Railroad Company, for each passage and each loaded car, April 27, 1882.

CHARACTERISTICS OF ROAD.

	IN PENNSYLVANIA.
Bridges:	
Number iron,	4
Number wooden,	1
Trestles:	
Number wooden,	12
Aggregate length (feet),	3,900
Number iron,	3
Length,	2,184
Tunnels:	
Number,	1
Aggregate length of all tunnels,	2,872
Telegraph:	
Miles of line owned by this company,	4.47

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Tract of land at Thirty-sixth street, owned by Pittsburgh Junction Terminal Company.

PITTSBURG AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 11, 1875.

By what authority incorporated: State of Pennsylvania, act of April 4, 1868, which is a supplementary act of February 19, 1849.

State of Ohio, section 3235 to 3668 of the code of Ohio, and is governed by provisions found from 3270 to 3378.

If a consolidated company, name the constitutent companies: Pittsburgh and Lake Erie Railroad Company and Youngstown and Pittsburgh Railroad Company, chartered May 15, 1875, and April 25, 1877. Consolidated January 5, 1878.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Cornelius Vanderbilt,	New York,	January 22, 1895.
W. K. Vanderbilt,	New York,	do.
F. W. Vanderbilt,	New York,	do.
H. M. K. Twombly,	New York,	do.
E. D. Worcester,	New York,	do.
John Newell,	Chicago, Ill.,	do.
Henry Hill,	Beaver, Pa.,	do.
M. W Watson,	Pittsburg,	do.
A. E. W. Painter,	Pittsburg,	do.
Jas. M. Bailey,	Pittsburg,	do.
J. H. Reed,	Pittsburg,	do.
J. F. Schoomaker,	Pittsburg,	do.
A. Leet Wilson,	Pittsburg,	do.

Date of last meeting of stockholders for election of directors: January 23, 1894.

Postoffice address of general office: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John Newell,	Pittsburg.
Vice President,	J. H. Reed,	do.
Secretary,	John G. Robinson,	do.
Treasurer,		
Chief Engineer,	F. E. House,	do.
General Solicitor, Att'y or Counsel,	Knox & Reed,	do.
Auditor,	C. H. Bronson,	do.
General Manager,	John Newell,	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Pittshurg and Lake Erie Railroad,	Pittsburg,	Youngstown, O.,	68.00	58.87
New Castle branch,	Junction,	New Castle,	2.93	2.93
Nittsburg, McKeesport and Youghiogheny Railroad.	Pittsburg,	New Haven,		56.95
Monongahela division,	Reynoldton,	Bellevernon,		27.80
Elwell Run branch,	Whitsett,	Coal Mines,		5.01
Dickerson Run branch,	Dickerson Run,	Vanderbilt,		4.47
Dawson, Broadford and Mt. Pleasant branch,				.62
Broadford branch,				.41
Tyrone branch,				.23
West Youghiogheny,				.19
Youghiogheny Northern Railroad,	Broadford,	Summit,		1.92
Total mileage operated,				159.40

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,514,897 57	Capital stock,	$4,000,000 00
Cost of equipment,	2,718.707 49	Funded debt,	4,142.242 00
Bonds of other companies owned,	10,000 00	Current liabillties,	671,919 03
Stocks of other companies owned,	189.849 55	Accrued interest on funded debt not yet payahle,	25.000 00
Other permanent investments,	22,221 01	Profit and loss,	1,459,562 12
Lands owned,	31,000 00		
Cash and current assets,	812.047 53		
Total,	$10,298,723 15	Total,	$10,298,723 15

CONTRACTS, AGREEMENTS, ETC.

STATEMENT OF CONTRACTS OF THE PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

1. Agreement hetween the Atlantic and Great Western Railroad Company, the Pittshurgh and Lake Erie Railroad Company, and the Cleveland and Mahoning Valley Railroad Company, dated October 20, 1887, providing for a lease of a portion of the track of the Atlantic and Great Western and Cleveland and Mahoning Valley roads to the Pittsburgh and Lake Erie Railroad Company, said tracks being situate in and in the vicinity of Youngstown, Ohio, and providing also traffic arrangements hetween the companies.

2. Contract hetween the Pittshurgh and Lake Erie Railroad Company, the Youngstown and Pittsburgh Railroad Company, and the Lake Shore and Michiagn Southern Railway Company, dated Octoher 20, 1887, providing for traffic arrangements between the said railroad companies.

3. Articles of merger hetween the Youngstown and Pittshurgh Railroad Company, and the Pittshurgh and Lake Erie Railroad Company, dated January 5, 1878.

4. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittshurgh, McKeesport and Youghiogheny Railroad Company, and William H. Vanderhilt, providing for the construction of the Pittsburgh, McKeesport and Youghioghesy Railroad.

5. Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern Railway Company, and the Pittsburgh and Lake Erie Railroad Company, providing for the operatio of the Pittshurgh, McKeesport and Youghiogheny railroad in the interests of the two said companies.

6. Agreement between the Pennsylvania Railroad Company and the Pittsburgh and Lake Erie Railroad Company, dated August 20, 1886, relating to traffic to and from the Connellsville coke region, and for switching by the Pennsylvania Railroad Company of the Pittsburgh and Lake Erie Railroad Company, in said region.

7. Agreement hetween the Pittshurgh and Lake Erie and the Pittsburgh, Chartiers and Youghiogheny Railroad companies, dated July 14, 1882, relating to track connections and trains between said companies.

8. Agreement hetween the Pittsburgh and Lake Erie and the Pittshurgh, Chartiers and Youghiogheny Railroad companies, dated Septemher 4, 1883, relating to the joint operations of connecting tracks.

9. Agreement between the Pittsburgh and Lake Erie and the Montour Railroad companies, dated January 8, 1887, relating to track connections, and containing a license to the Montour Railroad Company, to run certain trains over the tracks of the Pittsburgh and Lake Erie Railroad Company, to tipple erected on the Ohio river for the purpose of shipping coal.

10. Agreement between the Pittsburgh and Lake Erie and the Monongahela Connecting Railroad Companies, relating to traffic arrangements between the said companies, and the rates to be charged by the Monongahela Connecting Railroad Company, for the purpose of transportation of cars over a portion of their line.

11. Agreement between the New York, Lake Erie and Western and the Pittsburgh and Lake Erie Railroad Companies, dated April 18, 1889, relating to joint traffic arrangements at New Castle, Pa.

12. Agreement dated October 7, 1890, between the Pittsburg and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

13. Agreement dated January 25, 1892, between the Pittsburgh, Cincinnati, Chicago and St. Chartiers and Youghiogheny Railroad Company, and the Pittsburgh, Virginia and Charleston Railroad Company, relating to the purchase for joint account and equal division between themselves of the entire capital stock of the Pittsburgh, Chartiers and Youghiogheny Railway Company, by the Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, and the Pittsburgh and Lake Erie Railroad Company.

14. Agreement dated May 26, 1892, between the Pittsburgh and Lake Erie Railroad Company, the Beaver and Ellwood Railroad Company, and the Ellwood Connecting Railroad Company, relating to the construction and operation of the Elwood Connecting Railroad.

American Express Company, $4,500 per day.

United States Government Postoffice Department fixes a rate per mile per annum, regulated by weight and paid quarterly for carrying mail.

Wagner Palace Car Company and Pullman Palace Car Company.

May 1, 1884, Western Union Telegraph Company to furnish poles, wires insulators, etc. The railroad company to set poles and collect charges for telegraph company on commercial business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.
Bridges:	
Number stone,	17
Number iron,	50
Trestles:	
Number,	10
Aggregate length (feet)	274
Telegraph:	
Miles of line operated by this company,	161
Miles of wire operated by this company,	390

Gauge of track, ... 4 ft. 8 1-2 in.

PITTSBURGH, MARION AND CHICAGO RAILWAY COMPANY.

Date of organization: February 13, 1886.

By what authority incorporated: General laws.

If a consolidated company, name the constituent companies: The Wampum State Line Railroad organized under general laws of Pennsylvania, January 26, 1886, and the Pittsburgh, Marion and Chicago Railway Company, organized under general laws of Ohio, November 30, 1885.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. S. Gurnee,	New York,	Second Monday in January, 1895.
A. C. Gurnee,	New York,	do. do.
Chas. Seidler,	New York,	do. do.
G. L. Day,	New York,	do. do.
F. W. Lockwood,	New York,	do. do.
H. M. Curtis,	New York,	do. do.
F. H. Colman,	Pittsburgh,	do. do.
J. Clembstaelter,	Pittsburgh,	do. do.
I. F. Mansfield,	Beaver, Pa.,	do. do.
W. H. Warner,	Cleveland, O.,	do. do.
N. B. Billingsley,	New Lisbon, O.,	do. do.
R. W. Tayler,	New Lisbon, O.,	do. do.
C. H. Smith,	New Lisbon, O.,	do. do.

Date of last meeting of stockholders for election of directors: Second Monday in January, 1894.

Postoffice address of general office: New Lisbon, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	F. W. Lockwood,	81 New street, N. Y.
Secretary,	N. B. Billingsley,	New Lisbon, O.
Treasurer,	H. M. Curtis,	127 Beaver street, N. Y.
General Solicitor, Attorney or Counsel,	R. W. Tayler,	New Lisbon, O.
Auditor,	L. E. Baringht,	New Lisbon, O.
General Manager,	C. H. Smith,	New Lisbon, O.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
The Pittsburgh, Marion and Chicago Railway Company.	New Galem, Pa.,	New Lisbon,	25	9.10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1 447,251 48	Capital stock,	$500 000 00
Cost of equipment,	35,676 16	Funded debt,	896,000 00
Cash and current assets,	4,019 70	Current liabilities,	32,428 84
		Profit and loss,	58,518 50
Total,	$1,486,947 34	Total,	$1.486,947 34

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company—Rates, ten to fifteen cents per hundred weight.

United States Mail—Usual terms.

Western Union Telegraph Company own line jointly with this company, the former receiving all revenue.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	1
Number wooden,	1	
Trestles:		
Number,	18	6
Aggregate length (feet),	4,067	1,100
Telegraph:		
Miles of wire owned and operated jointly by this Company and the Western Union Telegraph Company,	25	

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Union Line, Erie Dispatch.

PITTSBURH, McKEESPORT AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: August 4, 1881.

By what authority incorporated: Pennsylvania act of April 4, 1868, which is a supplementary act of February 19, 1849.

If a consolidated company, name the constituent companies: Pittsburgh, McKeesport and Youghiogheny and McKeesport and Belle Vernon.

Operated by the Pittsburgh and Lake Erie Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
C. Vanderbilt,	New York,	January 22, 1895.
W. K. Vanderbilt,	New York,	do.
H. McK. Twombly,	New York,	do.
James Tillinghast,	Buffalo,	do.
John Newell,	Chicago,	do.
J. H. Reed,	Pittsburg,	do.
James M. Bailey,	Pittsburg,	do.
J. M. Schoonmaker,	Pittsburg,	do.
M. W. Watson,	Pittsburg,	do.
Henry Hice,	Beaver, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 23, 1894.

Postoffice address of general office: Pittsburgh.

Postoffice address of operating company: Pittsburgh.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Reed,	Pittsburg.
Vice President,	H. McK. Twombly,	New York.
Secretary, Treasurer,	John G. Robinson,	Pittsburg.
Auditor,	C. H. Bronson,	Pittsburg.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.		Miles of line.	Miles of line in Pennsylvania.
Pittsburg, McKeesport and Youghiogheny railroad.	Pittsburg, .	New Haven,	Pittsb'g & Lake E. railr'd.		56.95	56.95
Monongahela Division, .	Reynaldton,	Belle Vernon.	do.	do.	27.80	27.80
Elwell Run Branch, . . .	Whitsett, . .	Coal Mine. .	do.	do.	5.01	5.01
Dickerson Run Branch, . .	Dickerson R.,	Vanderbilt, .	do.	do.	4.47	4.47
Dawson, Broad and Mt. Pleasant Branch.	. . . . .	. . . . .	do.	do.	.62	.62
Broadford Branch, ...	. . . . .	. . . . .	do.	do.	.41	.41
Tyrone Branch, ...	. . . . .	. . . . .	do.	do.	.23	.23
West Youghiogheny Br'ch,	. . . . .	. . . . .	do.	do.	.19	.19
Youghiogheny Northern, .	. . . . .	. . . . .	do.	do.	1.92	1.92
Total mileage, . . .	. . . . .	. . . . .	. . . . .		97.60	97.60

* Leased January 1, 1884, for 999 years, from August 3, 1881, by the Pittsburgh and Lake Erie Railroad Company, that company and the Lake Shore and Michigan Southern Railway Company guaranteeing six per cent. interest on bonds and six per cent. dividends on stock.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$7,326,603 21	Capital stock, ...	$3,959,650 00
Cost of equipment, ...	383,046 79	Funded debt, ...	3,750,000 00
Total, ...	$7,709,650 00	Total, ...	$7,709,650 00

IMPORTANT CHANGES DURING THE YEAR.

Elwell Run branch completed.

CONTRACTS, AGREEMENTS, ETC.

American Express Company.

United States Government Postoffice Department based on a rate per mile, regulated by weight and paid quarterly for carrying mail.

Agreement made July 8, 1884, between the Lake Shore and Michigan Southern, and the Pittsburgh and Lake Erie, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, and William H. Vanderbilt, providing for an increase of the bonds and stocks of the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Agreement between the Baltimore and Ohio, the Pittsburgh and Connellsville and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies, providing for a crossing and for a lease of a branch line by the Pittsburgh and Connellsville Railroad Company to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the West Youghiogheny branch of the Pittsburgh and Connellsville Railroad to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, dated October 6, 1882, to which as parties are the Baltimore and Ohio, and the Pittsburgh and Connellsville, and the Pittsburgh, McKeesport and Youghiogheny Railroad Companies.

Agreement dated August 10, 1882, between the Youghiogheny Northern Railroad Company and the H. C. Frick Coke Company and the Pittsburgh, McKeesport and Youghiogheny Railroad Company, providing for the lease of the Youghiogheny Northern railroad line to the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Lease of the Pittsburgh, McKeesport and Youghiogheny railroad to the Pittsburgh and Lake Erie Railroad Company, dated January 1, 1884.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, and the Pittsburgh, McKeesport and Youghiogheny Railroad Company and William H. Vanderbilt, providing for the construction of the Pittsburgh, McKeesport and Youghiogheny railroad.

Agreement dated January 20, 1882, between the Lake Shore and Michigan Southern and the Pittsburgh and Lake Erie Railroad Companies, providing for the operation of the Pittsburgh, McKeesport and Youghiogheny railroad in the interest of the two said companies.

Agreement dated October 7, 1890, between the Pittsburgh and Lake Erie Railroad Company and the Lake Shore and Michigan Southern Railway Company, providing for the merger and consolidation of the McKeesport and Belle Vernon Railroad Company with the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

Western Union Telegraph Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	9	9
Number iron,	49	49
Number wooden,	5	5
Number combination,	63	63
Trestles:		
Number,	39	39
Aggregate length,	6,869	6,869
Tunnels:		
Number,	1	1
Maximum length (feet),	1,613	1,613
Telegraph:		
Miles of line operated by this company,	90	90
Miles of wire operated by this company,	180	180

Gauge of track, ... 4 ft. 8 1-2 in.

PITTSBURGH AND MOON RUN RAILROAD COMPANY.

Date of organization: February 10, 1891.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
J. H. Lanford,	Carnegie, Pa	January 18, 1895.
R. E. Doolittle,	Moon Run, Pa.	do.
J. S. Casement,	Plainesville, Ohio,	do.
A. M. Wilcox,	Plainesville, Ohio,	do.
C. S. Wilcox,	Hamilton, Ontario,	do.

Date of last meeting of stockholders for election of directors: January 18, 1894.
Postoffice address of general office: Moon Run, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	P. M. Hitchcock,	Cleveland, Ohio.
Vice President,	N. F. Lanford,	Carnegie, Pa.
Secretary,	R. L. Casement, deceased,	Moon Run, Pa.
Treasurer,	N. L. Lanford, acting,	
General Manager,	N. F. Lanford,	Moon Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Moon Run railroad,	Groveton, Pa.,	Moon Run, Pa.,	5	5
Sidings,			2	2
Total mileage operated.			7	7

GENERAL BALANCE SHEET.

DR.		DR.	
Cost of road,	$168,557 07	Capital stock,	$100.000 00
Cost of equipment,	11,900 00	Funded debt,	100,000 00
Profit and loss,	40,035 22	Current llabllitles,	20,492 29
Total,	$220,492 29	Total,	$220,492 29

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,		15
Telegraph:		
Miles of line owned by this company,		5
Gauge of track,	4 ft. 8 1-2 in.	

PITTSBURGH AND NORTHERN RAILROAD COMPANY.

Date of organization: May, 1881.

By what authority incorporated: General railroad law.

If a consolidated company, name the constituent companies: Pittsburgh and Northern railroad, lessee of Evergreen Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Solon Humphreys,	New York City,	January 14, 1895.
W. H. Singer,	Allegheny, Pa.,	do.
J. V. Patton	Pittsburgh,	do.
J. B. Washington,	Pittsburgh,	do.
J. L. Kirk,	Allegheny, Pa...	do.
W. H. Duffell,	Pittsburgh,	do.
J. J. Saint,	Pittsburgh,	do.
T. J. Crump,	Allegheny, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Allegheny, Pa.

Postoffice address of operating company: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry W. Oliver,	Allegheny, Pa.
Secretary, Treasurer,	T. J. Crump,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh and Northern Railroad and Evergreen Railway.	Bennett, ...	Brookfield, ...	4.00	4.00

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Evergreen,.	Bennett, . . .	Evergreen, .	Pittsburgh and Northern,	3.00	3.00

The Pittsburgh and Northern railroad and Evergreen railway extends from Bennett to Brookfield, both in Allegheny county, is a suburban road and has no traffic arrangements with any other company, nor track connections with any other road.

The busines is exclusively local and stock is owned by the Pitsburgh and Western Railway Company and it is under the management of that company.

This report includes the Evergreen railway, which is operated as a portion of the Pittsburgh and Northern railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$150,000 00	Capital stock, ...	$150,000 00
Profit and loss, ...	55,541 72	Funded debt, ...	55,541 73
Total	$205,541 73	Total, ...	$205,541 73

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number, ...	17	17
Aggregate length (feet), ...	790	790

Gauge of track, ... 3 feet.

PITTSBURGH, SHENANGO AND LAKE ERIE RAILROAD COMPANY.

Date of organization:

The Pittsburgh, Shenango and Lake Erie Railroad Company (1) aforesaid, was organized on February 23, 1888, by a reorganization of the Shenango and Allegheny Railroad Company under act of Assembly approved May 25, 1878, after judicial sale under decree of the circuit court of the United States for the Western district of Pennsylvania.

If a consolidated company, name the constituent companies: The Conneaut Terminal Railroad Company, one of the constituent companies, was organized November 18, 1892, under sections 3235 to 3238, both inclusive, of the revised statutes of the State of Ohio.

The Erie Terminal Railroad Company, one of the constituent comuanies, was organized May 18, 1891, under the act of Assembly of Pennsylvania, approved April 4, 1868, P. L., page 62.

The Pittsburgh, Butler and Shenango Railroad Company was organized in February, 1889, under said act of Assembly of Pennsylvania, approved May 25, 1878, by a reorganization of the West Penn and Shenango Connecting Railroad Company after a judicial sale under decree of the court of common pleas of Mercer county, Pennsylvania.

The West Penn and Shenango Connecting Railroad Company (formerly called the Connoquenessing Valley Railroad Company), was organized May 3, 1881, under said act of Assembly of Pennsylvania, approved April 4, 1868.

The North Eastern Ohio Railroad Company was organized under the general railroad law of Ohio on February 16, 1888.

The Pittsburgh, Shenango and Lake Erie Railroad Company (the fifth of the same name), was formed under agreement dated March 27, 1893, filed in Pennsylvania, April 28th, and in Ohio May 18th, consolidating the Pittsburgh, Shenango and Lake Erie Railroad Company (4), the Conneaut Terminal Railroad Company and the Erie Terminal Railroad Company under the following acts of Assembly of Pennsylvania: Act approved March 24, 1865, P. L., page 49, and act approved April 26, 1870, P. L., page 1274, and under authority of sections 3379 to 3392, both inclusive, of the revised statutes of the State of Ohio.

The Pittsburgh, Shenango and Lake Erie Railroad Company (4), was formed under agreement dated August 17, 1890, filed in Pennsylvania and Ohio in October, 1890, consolidating the Pitsburgh, Shenango and Lake Erie Railroad Company, (3) and the Pittsburgh, Butler and Shenango Railrod Company under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (3), was formed June 9, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (2), and the North Eastern Ohio Railroad Company, under authority of the statutes of Pennsylvania and Ohio, above recited.

The Pittsburgh, Shenango and Lake Erie Railroad Company (2), was organized June 8, 1888, by the consolidation of the Pittsburgh, Shenango and Lake Erie Railroad Company (1) and the Erie, Shenango and Pittsburgh Railway Company, under authority of the said acts of Assembly of Pennsylvania, approved March 24, 1865.

The Erie, Shenango and Pittsburgh Railway Company was formed by the reorganization of the Ohio River and Lake Erie Railroad Company under said act of Assembly of Pennsylvania, approved May 25, 1878.

The Ohio River and Lake Erie Railroad Company was organized under said act of Assembly of Pennsylvania, approved April 4, 1868.

The Shenango and Allegheny Railroad Company, formerly the Bear Creek Railroad Company (name changed by the Legislature approved April 9, 1867), was organized under act of Assembly of Pennsylvania, approved March 20, 1865, pages 429 and 430, and its supplements, as follows: (1) Approved April 9, 1867, P. L., 1867, pages 984 and 985; (2) Approved April 14, 1870, P. L. 1871, page 1516; (3). Approved May 15, 1871, P. L. 1871, pages 871 and 872; (4). Approved March 7, 1872, P. L. 1873, page 1012.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel B. Dick,	Meadville, Pa.,	First Tuesday in April, 1895.
Arthur C. Huiderkoper,	Meadville, Pa.,	do. do.
John Dick,	Meadville, Pa.,	do. do.
John E. Reynolds,	Meadville, Pa.,	do. do.
Wm. S. Rose,	Meadville, Pa.,	do. do.
Thos. H. Wells,	Youngstown, O.,	do. do.
Allen M. Cox,	Conneaut, O.,	do. do.
W. C. Culbertson,	Girard, Pa.,	do. do.
Henry M. Dechert,	Philadelphia, Pa.,	do. do.
Dumont Clarke,	New York,	do. do.
Schuyler Quackenbush,	New York,	do. do.

Date of last meeting of stockholders for election of directors: April 3, 1894.
Postoffice address of general office: Meadville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel B. Dick,	Meadville, Pa.
Vice President,	A. C. Huldekoper,	Meadville, Pa.
Secretary,	Phineas E. McCray,	Meadville, Pa.
Treasurer,	Daniel Moon,	Meadville, Pa.
Chief Engineer,	Fred P. James,	Greenville, Pa.
Counsel,	Edwin S. Templeton,	Greenville, Pa.
Auditor,	Phineas E. McCray,	Meadville, Pa.
General Manager,	James T. Blair,	Greenville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main line,	Butler, Pa.,	Wallace Junction, Pa.	106.70	106.70
Hilliard branch,	Branchton Pa.,	Hilliard, Pa.,	10.30	10.30
Coaltown branch,	Coaltown Junc'n, Pa.,	Coaltown, Pa.,	2.40	2.40
Bull Valley branch,	Near Roy Pa.,	Argentine, Pa.,	3.20	3.20
South branch,	Branchton, Pa.,	Gomersol & Chisholm,	5.10	5.10
Reed branch,	Reed Pa.,	Coal Mines, Pa.,	2.20	2.20
Mercer branch,	Mercer Junction, Pa.,	Mercer, Pa.,	.80	.80
Filer branch,	Filer, Pa.,	Coal Mines, Pa.,	1.70	1.70
Conneaut branch,	Cranesville, Pa.,	Conneaut Harbor, O.,	14.40	9.40
Erie branch,	Cascade, Pa.,	Erie, Pa.,	2.16	2.16
Total main line and branches,			148.96	143.96
Meadville, Conneaut Lake and Linesville Railroad leased.				
Main line,	Meadville, Pa.,	Linesville, Pa.,	20.50	20.50
Exposition branch,	Lyness Junction, Pa.,	Exposition, Pa.,	1.20	1.20
Trackage rights.				
New York, Chicago and St. Louis Railroad.	Wallace, Junc'n, Pa.,	Cascade, Pa.,	12.40	12.40
Pittsburg and Western Railway,	P. & W. Junction, Pa.,	Butler, Pa.,	.50	.50
Total mileage operated,			183.56	178.56

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$8,535,204 02	Capital stock,	$4,800,000 00
Cost of equipment,	987,546 87	Funded debt,	4,365,809 35
Bonds of other companies owned,	194,800 00	Current liabilities,	*916,807 74
Stocks of other companies owned,	25,000 00	Accrued interest on funded debt not yet payable,	37,500 00
Cash and current assets,	364,130 10		
Profit and loss,	13,436 10		
Total,	$10,120,117 09	Total,	$10,120,117 09

*The amount given above as current liabilities includes $39,294.47 due on account of equipments.

CONTRACTS, AGREEMENTS, ETC.

The Wells, Fargo & Company Express has charge of the express business for which it pays this company forty per cent. of its gross earnings from the transportation of express matter over this road, guaranteeing that the percentage "shall at least equal the sum of $10,000.00 per annum."

The United States mails are carried between Butler and Erie, Linesville and Meadville, Branchtown and Hilliard. The annual compensation for carrying same is fixed for four years by the weighing of mails for thirty days in advance or about the close of each previous quadrennial period.

The sleeping, parlor or dining room cars are run regularly on this road, and no arrangements have yet been made for same.

In April, 1892, this company became a member of the Nickle Plate Line, Lackawanna Line and Traders' Despatch (Fast Freight Line), which have since operated on the line of this road.

Under an agreement taking effect June 15, 1891, this company has been running passenger trains on the main line of the New York, Chicago and St. Louis railroad between Wallace Junction and Cascade, Pa. (twelve and four-tenth miles), for which this company pays that company a percentage of the revenue derived from passenger business to and from Erie, Pa. Since May 29, 1893, this company has also been running freight trains over the New York, Chicago and St. Louis railroad between Wallace Junction and Cascade, paying that company for each loaded car.

M., C., L. & L. R. R. leased by this company for 99 years from June, 1891, for twenty-five per cent. of gross earnings.

No contracts, agreements or arrangements with any steamboat or steamship companies.

The Western Union Telegraph Company has charge of the commercial telegraph business on the line of this road.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Number iron,	3	2
Number wooden,	33	26
Trestles:		
Number,	140	139
Aggregate length (feet),	8,320	7,942
Telegraph:		
Miles of line owned by this company,	140	135
Miles of wire owned by this company,	174	169
Miles of line operated by this company,	161	156
Miles of wire operated by this company,	195	190
Miles of line operated by ,	29.30	29.30
Miles of wire operated by,	33.50	33.50
Miles of line operated by Western Union Telegraph Company,	108.00	108.00
Miles of wire operated by Western Union Telegraph Company,	108.00	108.00

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Butler, Pa., passenger station of Pittsburgh and Western railway, Linesville, Pa., station of Pennsylvania Company, Conneaut Lake, Pa., Exposition Park.

Name all the associations to which this road is a party whose object is the regulation or control of passenger or freight traffic: Youngstown and Erie Freight committees (of local interest only). While this company is not a member of the Central Traffic Association, it is governed largely by its rulings and regulations.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Traders' Despatch, Nickel Plate Line, Lackawanna Line.

PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

Date of organization: October 14, 1868.

By what authority incorporated: Act of incorporation April 8, 1867; act March 31, 1868, Monongahela Valley Railroad Company; April 22, 1869; March 3, 1870; April 16, 1870; May 9, 1871; February 7, 1873; February 4, 1870. Title of company changed.

If a consolidated company, name the constituent companies: Consolidation with the Brownsville Railway Company was chartered October 6, 1875.

Consolidation with the Pittsburgh and White Hall Railroad Company was chartered November 9, 1882.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	May 7, 1895.
W. H. Barnes,	Philadelphia,	do.
Jno. P. Green,	Philadelphia,	do.
Wm. L. Elkins,	Philadelphia,	do.
W. J. Howard,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
Wm. A. Patton,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
A. M. Byers,	Pittsburgh,	do.
Chas. E. Speer,	Pittsburgh,	do.
Chas. L. Taylor,	Pittsburgh,	do.
Geo. V. Lawrence,	Monongahela City, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 1, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	Jno. C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pittsburgh Virginia and Charleston Railway.	Pittsburgh,	West Brownsville.	Pennsylvania Railroad Company.	53.19	53.19
Branches,				20.52	20.52
Total mileage,				73.71	73.71

Leased to the Pennsylvania Railroad Company for fifty years from April 1, 1882. Rental, net earnings.

22-9-94

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,463,405 79	Capital stock,	$2,025 000 00
Cash and current assets,	41,154 64	Funded debt,	4,050.000 00
		Current liabilities,	229,113 23
		Dividend scrip,	3.431 00
		Profit and loss,	197,016 20
Total,	$6.504,560 43	Total,	$6,504,560 43

IMPORTANT CHANGES DURING THE YEAR.

Shares of stock issued for $200. Dividend scrip converted.
One and twenty-three one-hundredths miles, branch line, put in operation.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	12	12
Number iron.	23	23
Number wooden,	13	13
Trestles:		
Number,	3	3
Aggregate length (feet),	696	696
Tunnels:		
Number,	1	1
Maximum length (feet),	280	280
Maximum length (feet),	280	280
Aggregate length of all tunnels,	280	280
Telegraph:		
Miles of line owned by this company,	70.60	70.60
Miles of wire owned by this company,	207.90	207.90
Miles of line operated by the Pennsylvania Railroad Company,	70.60	70.60
Miles of wire operated by the Pennsylvania Railroad Company,	207.90	207.90

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

PITTSBURGH AND WESTERN RAILWAY COMPANY.

Date of organization: June 28, 1887.

By what authority incorporated: Pennsylvania statutes, act April 4, 1868, P. L. 62; act March 24, 1865, P. L. 49; act May 25, 1878, P. L. 145;

Ohio statutes, sections 3380, 3381, 3382, 3384; revised statutes of Ohio, sections 3426 a, 3426 b; revised statutes Ohio laws, volume 77, page 60.

If a consolidated company, name the constituent companies: Pittsburgh and Western Railway Company, organized under act of April 4, 1868, P. L. 62, and foreclosed.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Orland Smith,	Baltimore, Md.,	May 6, 1895.
Henry W. Oliver,	Allegheny, Pa,	do.
John W. Chalfant,	Allegheny, Pa.,	do.
C. L. Fitzhugh,	Allegheny, Pa.,	do.
A. M. Byers.	Allegheny, Pa.,	do.
John S. McCleave,	Pittsburgh,	do.
James Sloane, Jr.,	Baltimore, Md.,	do.
Edward R. Bacon,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Allegheny, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Allegheny, Pa.
Vice President,	Orland M. Smith,	Baltimore, Md.
Secretary,	Thos. J. Crump,	Allegheny, Pa.
Treasurer,	W. H. Daffell,	Allegheny, Pa.
Chief Engineer,	W. T. Manning,	Baltimore, Md.
Gen'l Solicitor, Att'y, or Counsel,	Johns McCleave,	Pittsburgh.
Auditor,	J. L. Kirk,	Allegheny, Pa.
General Manager,	R. B. Campbell,	Baltimore, Md.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Pittsburgh and Western Railway Company.	Woods Run, Allegheny.	North Sewickley,	46.10	197.30
	Rock Point,	New Castle,	11.00	
	Collery Junction,	Mt. Jewett,	140.20	
Branch Line Owned.				
Pittsburgh and Western Railway,	Kane Junction,	Kane,	1.00	13.00
	Clarion Junction,	Clarion,	6.20	
	Frisco,	Crowthers,	5.80	
Line Operated under Contract.				
Pittsburgh, Cleveland and Toledo Railroad.	New Castle Junction,	Akron Junction, O.,	77.10	12.90
Pittsburgh, Painesville and Fairport Railroad.	Niles, O.,	Fairport, O.,	53.00	
Pittsburgh, Painesville and Fairport Railroad.	Boston, O.,	Windsor Mills, O.,	8.50	
Ellwood Short Line,	North Sewickley, Pa.,	Rock Point, Pa.,	3.10	
Total mileage operated,			352.00	223.20

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$25,146,417 50	Capital stock,	$12,500,000 00
Cost of equipment,		Funded debt,	14,632,395 69
Bonds of other companies owned,	1,610,000 00	Current liabilities,	2,676,559 13
Stocks of other companies owned,	1,705,964 73	Accrued interest on funded debt not yet payable,	58,593 74
Sundries,	93,627 47		
Advances account subsidiary roads,	1,739,699 00		
Profit and loss,	571,839 86		
Total,	$30,867,548 56	Total,	$30,867,548 56

CONTRACTS, AGREEMENTS, ETC.

United States Express Company. Railroad company receives forty per cent. of gross receipts upon its lines.

Mails. Compensation fixed by United States postoffice department.

Pullman Palace Cars. Railroad company pays two per cent. per mile run by cars upon its line.

Pennsylvania Railroad Company, trackage rights.

Pittsburgh Junction railroad receives $2.00 per car handled by them.

Baltimore and Ohio, joint revenue, divides upon mileage basis.

Western Union Telegraph Company maintains and operates lines and has exclusive right of way.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Number combination, stone and iron,	27	27
Trestles:		
Number,	10	10
Aggregate length,	36,455	36,455
Tunnels:		
Number,	6	6
Maximum length,	688	688
Minimum length,	132	132
Aggregate length of all tunnels,	2,424	2,424

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards or other terminal facilities does this road use for which it pays a rental? Name the parties to whom such property belongs: Station house, Kane, Pa., owned by Philadelphia and Erie Railroad Company.

PITTSBURGH, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

By what authority incorporated: The Pittsburgh, Youngstown and Ashtabula Railroad Company was created and organized under the authority of the laws of the States of Ohio and Pennsylvania, and is the result of a series of consolidations, as follows:

In April, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Pennsylvania.

In June, 1864, the Lawrence Railroad and Transportation Company was incorporated under the laws of Ohio.

In June, 1865, these two companies were consolidated under the laws of Ohio and Pennsylvania into the Lawrence Railroad Company.

In July, 1872, the Youngstown and Canfield Railroad Company was incorporated under the laws of Ohio.

In April, 1873, the Lawrence Railroad Company and the Youngstown and Canfield Railroad Company were consolidated into the Lawrence Railroad Company.

In March, 1881, the New Brighton and New Castle Railroad Company was incorporated under the laws of Pennsylvania.

In February, 1870, the Ashtabula, Youngstown and Pittsburgh Railroad Company was incorporated under the laws of Ohio.

In September, 1878, the Ashtabula, Youngstown and Pittsburgh Railroad Company was reorganized in pursuance of judicial proceedings in the court of common pleas of Mahoning county, Ohio, and became the Ashtabula and Pittsburgh Railway Company.

In March, 1881, the Alliance, Niles and Ashtabula Railroad Company was incorporated under the laws of Ohio.

On the third day of May, 1887, the Lawrence Railroad Company and the New Brighton and New Castle Railroad Company were consolidated into the Youngstown, Lawrence and Pittsburgh Railroad Company.

On the fourth day of May, 1887, the Ashtabula and Pittsburgh Railway Company and the Alliance, Niles and Ashtabula Railroad Company were consolidated under the laws of Ohio into the Ashtabula, Niles and Youngstown Railroad Company.

On the twentieth day of July, 1887, the Youngstown, Lawrence and Pittsburgh Railroad Company and the Ashtabula, Niles and Youngstown Railroad Company were consolidated under the laws of Ohio and Pennsylvania into the Pittsburgh, Youngstown and Ashtabula Railroad Company.

Agreement of consolidation filed with Secretary of State of Pennsylvania July 22, 1887; Secretary of State of Ohio July 22, 1887.

Operated by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. N. Hutchinson	Philadelphia,	May 16, 1895.
George B. Roberts,	Philadelphia,	do.
James McCrea,	Pittsburgh,	do.
Benjamin Shaw,	Pittsburgh,	do.
John E. Davidson,	Pittsburgh,	do.
Caleb B. Wick,	Youngstown, Ohio,	do.
W. S. Bonnell,	Youngstown, Ohio,	do.
J. G. Butler, Jr.,	Youngstown, Ohio,	do.
H. L. Morrison,	Ashtabula, Ohio,	do.
Thaddeus E. Hoyt,	Ashtabula, Ohio,	do.
J. Denton Hancock,	Franklin, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 17, 1894.
Postoffice address of general office: Pittsburgh, Penna.
Postoffice address of operating company: Pittsburgh, Penna.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. N. Hutchinson,	Philadelphia.
Secretary,	S. B. Leggett,	Pittsburgh.
Treasurer,	T. H. B. McKnight,	Pittsburgh.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Pittsburgh, Youngstown and Ashtabula railroad.	Kenwood, Pa.	Ashtabula Haven, O.	Pennsylvania Company.	125.19	27.78
	Alliance, O.,	Niles, O.,			

The lease is dated August 1, 1887, and continues in force, subject to termination by either party on twelve months' written notice.
The lessee agrees to operate and maintain the road for cost of such service.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,172,517 15	Capital stock,	$3,033,341 58
Cost of equipment,	711,665 78	Funded debt,	3,372,000 00
Cash and current assets,	297,793 58	Current liabilities,	8,335 03
		Accrued interest on funded debt not yet payable,	59,558 33
		Profit and loss,	708,741 57
Total,	$7,181,976 51	Total,	$7,181,976 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line owned by this company jointly with Western Union Telegraph Company,	18	9.3
Miles of line owned by this Company,	99.8	12.5
Miles of wire owned by this Company,	256.8	58.8
Miles of line operated by Pennsylvania Company,	99.8	12.5
Miles of line operated by Pennsylvania Company jointly with Western Union Telegraph Company,	18	9.3
Miles of wire operated by Pennsylvania Company,	256.8	58.8

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First consolidated mortgage, sinking fund equal to one per cent. per annum of outstanding bonds if they can be bought at par or less, but if bonds cannot be purchased at stipulated price, the annual instalment lapses and reverts to the treasury.

Bonds of A. & P. Ry. Co. and bonds of L. R. R. Co. One milloin eight hundred thousand dollars of consolidated mortgage bonds are reserved to redeem sectional bonds.

PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILWAY, OPERATED BY PENNSYLVANIA COMPANY.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Pittsburgh, Youngstown and Ashtabula Railroad,	Kenwood, Pa.	Ashtabula Harbor, O.,	99.00	27.78
Alliance Branch, ...	Niles. O.	Alliance Junction, O.,	24.90	. . . . .
Canfield Branch.	Junction near Haselton, O.	Youngstown Tube Work, O.	1.29	. . . . .
Pittsburgh, Fort Wayne and Chicago Railroad,	Alliance Junction, O.	Alliance, O.	2.70	. . . . .
Total mileage operated, ...	. . . . .	. . . . .	127.89	27.78

CONTRACTS, AGREEMENTS, ETC.

The Adams Express Company pays this company forty per cent. of its gross receipts from general traffic and seventy per cent. of gross receipts from oyster traffic.

The compensation for transportation of mails is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

Pullman's Palace Car Company furnishes its cars for use over this road, maintaining the same and collecting from passengers 25 cents to $2.50 each for single seat or berth, according to distance, in addition to the regular railroad fare collected by this company.

The Star Union Line transacts business at current rates, the expenses of conducting the same being borne by the roads over which it operates, in proportion of the earnings therefrom of each to the whole. Customary rates are also paid for the use of Union Line cars.

The Western Union Telegraph Company pays a fixed sum for certain telegraph privileges and also receives a proportion of the receipts and pays a proportion of the expenses of the telegraph line located on a certain part of the right of way of the Pittsburgh, Youngstown and Ashtabula railroad.

The Union News Company pays a fixed rental for use of certain privileges granted.

The Travelers' Insurance Company pays a proportion of its gross receipts at sundry stations for privileges and facilities granted thereat.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone	3	.....
Number iron	36	19
Number wooden	25	.....
Number combination	1	1
Trestles:		
Number	39	15
Aggregate length (feet)	8,348	4,475½
Telegraph:		
Miles of line operated by this company	99.8	12.5
Miles of line operated by this company jointly with Western Union Telegraph company.	18.0	9.3
Miles of wire operated by this company	315.6	58.8

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the companies, commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Star Union Line.

PLYMOUTH RAILROAD COMPANY.

Date of organization: December 9, 1867.
By what authority incorporated: State of Pennsylvania.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
James Boyd	Norristown, Pa.	Second Monday in December, 1894.
John Slinghoff	Norristown, Pa.	do.
George W. Longaker	Norristown, Pa.	do.
Michael O'Brien	Conshohocken, Pa.	do.
Richard Dale	1215 Spruce street, Phila., Pa.	do.
C. Howard Colket	1334 Walnut street, Phila., Pa.	do.

Date of last meeting of stockholders for election of directors: Second Monday in December, 1893.

Postoffice address of general office: 132 South Third street, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Twelfth and Market streets, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Winfield S. Wilson	132 South 3d street, Phila., Pa.
Secretary, Treasurer	W. W. Stephens	132 South 3d street, Phila., Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Plymouth Railroad, . . .	Conshohocken.	Oreland, . .	Philadelphia and Reading Railroad Company.	8.9	8.9

The Plymouth railroad (as a branch of the Philadelphia, Germantown and Norristown railroad), was leased to the Philadelphia and Reading Railroad Company on the 10th day of November, 1870, for 999 years. All questions not answered in this report should be returned by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Plymouth Railroad Company, . . .	$286,545 19	Capital stock, ...	$12,050 00
		Philadelphia, Germantown and Norristown Railroad, ...	274,495 19
Total, ...	$286,545 19	Total, ...	$286,545 19

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

POMEROY AND NEWARK RAILROAD COMPANY.

Date of organization: December 29, 1881.

By what authority incorporated: The Doe Run and White Clay Creek Railroad Company was organized under an act of the General Assembly of the Commonwealth of Pennsylvania, approved March 24, 1868.

The name of the company was changed to the Pennsylvania and Delaware Railway Company by act of Assembly approved April 20, 1869.

The Delaware and Pennsylvania Railroad Company was organized under an act of the General Assembly of the Commonwealth of Delaware, passed February 26, 1857.

The Pennsylvania and Delaware Railway Company and the Delaware and Pennsylvania Railroad Company were consolidated and merged into one company under the name and title of the Pennsylvania and Delaware Railway Company, by authority of the laws of the States of Pennsylvania and Delaware, a joint agreement dated March 17, 1873, being filed in the office of the Secretary of the Commonwealth of Pennsylvania May 3, 1873.

The Pennsylvania and Delaware railway was sold under foreclosure of mortgage August 12, 1879, which sale was confirmed absolutely by the circuit court of the United States for the eastern district of Pennsylvania, October 25, 1879.

On February 5, 1880, a new corporation was organized, entitled the Pomeroy and State Line Railroad Company, for that portion of the railroad extending from Pomeroy in Chester county, Pennsylvania, to the boundary line between the States of Pennsylvania and Delaware, under the provisions of an act of the Legislature of Pennsylvania, approved April 8, 1861, and the supplements thereto. The certificate of reorganization was filed in the office of the Secretary of the Commonwealth of Pennsylvania, February 26, 1880.

A corporation under the name of the Newark and Delaware City Railroad Company, for that portion of the railroad extending from the boundary line between the States of Pennsylvania and Delaware, to Delaware City, was organized on March 29, 1880, in pursuance of an act of the Legislature of Delaware passed March 27, 1879.

Under the authority of an act of the Legislature of the State of Delaware passed March 19, 1881, the portion of the Newark and Delaware City railroad lying between the north line right of right of way of the mai nline of the Philadelphia, Wilmington and Baltimore Railroad and Delaware City was sold to the Philadelphia, Wilmington and Baltimore Railroad Company. Under the authority of the same act the residue of the railroad lying between the said northern line of the Philadelphia, Wilmington and Baltimore railroad and the State line was consolidated and merged into the Pomeroy and State Line railroad, the name of the consolidated company being changed to the Pomeroy and Newark Railroad Company. The agreement of consolidation and merger was dated December 2, 1881, copies of which were filed with the Secretary of the Commonwealth of Pennsylvania December 29, 1881, and with the Secretary of the State of Delaware December 3, 1881.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William A. Patton,	Philadelphia,	May 6, 1895.
Henry D. Welsh,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Amos R. Little,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
W. H. Wilson,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary and Treasurer,	F. W. Schwarz,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Pomeroy and Newark railroad.	Pomeroy, Pa.	Newark, Del.	Pennsylvania Railroad Company.	26.70	21.66

Leased to the Pennsylvania Railroad Company for the term of 99 years, from and after March 1, 1880.

Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$502,056 25	Capital stock,	$500,000 00
Profit and loss,	216,400 13	Current liabilities,	218,456 38
Total,	$718,456 38	Total,	$718,456 38

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	22	16
Trestles:		
Number,	45	43
Aggregate length (feet),	5,939	5,718
Telegraph:		
Miles of line owned by this company,	26.70	21.66
Miles of wire owned by this company,	26.70	21.66

Gauge of track, ... 4 ft. 9 in.

READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
By what authority incorporated: Pennsylvania act of May 19, 1857, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo,	Philadelphia.	Second Monday in January, 1895.
James Boyd	Norristown, Pa.	do. do.
Thomas McKean,	Philadelphia.	do. do.
Thomas Cochran,	Philadelphia,	do. do.
Nathan Harbster,	Philadelphia,	do. do.
J. N. Hutchinson,	Philadeldhia,	do. do.
William L. Small,	York, Pa.	do. do.
B. F. Heistann	Marietta, Pa.	do. do.
John Lowber Welsh,	Philadelphia.	do. do.
Thomas Baumgardner,	Lancaster. Pa.	do. do.
Horace L. Haldeman,	Chickies, Pa.	do. do.
A. R. Roger,	Denver, Col.	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffie address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Main line,	Sinking Springs, Pa.,	Columbia, Pa.	39.50	
Lancaster Branch,	Lancaster Junction.,	Lancaster, Pa.,	8.	
Mt. Hope Branch,	Manheim, Pa.	Mt. Hope, Pa.,	5.20	52.70
Reading, Marietta and Hanover,	Marietta Junction,	Chickies, Pa.,	6.30	6.30
Lancaster and Reading Narrow Guage Railroad.	Lancaster, Pa.	Quarryville, Pa.,	15.30	15.30
Total mileage operated				59.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,196,157.78	Capital stock,	958,373 09
Cost of equipment,	245,241.18	Funded debt,	2,009,166.67
Cash and current assets,	243,888.79	Current liabilities,	1,053,937.93
Profit and loss	1,353,481.61	Accrued interest on funded debt not yet payable,	17,291.67
Total,	$4,038,769.36	Total,	4,038,769.36

IMPORTANT CHANGES DURING THE YEAR.

Lease of Lancaster and Reading Narrow Guage railroad, between Lancaster and Quarryville, terminated November 19, 1893.

CONTRACTS, AGREEMENTS, ETC.

United States Government. Rate per mile.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	20	20
Number iron,	8	8
Number wooden,	34	34
Trestles:		
Number,	7	7
Aggregate length (feet),	1,498.6	1,498.6
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph company,	59.5	59.5
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph company,	101.9	101.9
Gauge of track,	4 ft. 8 1-2 in.	

READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Date of organization: February 28, 1882.
By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.
Operated by the Reading and Columbia Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lowber Welsh,	Philadelphia,	First Monday in May, 1895.
Thos. McKean,	do.	do. do.
A. J. Antelo,	do.	do. do.
Albert Foster,	do.	do. do.
W. G. Brown,	do.	do. do.
J. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Reading Terminal.
Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Reading, Marietta and Hanover Railroad.	Marietta Junction.	Chickies, Pa.,	Reading and Columbia Railroad.	6.30	6.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$332,587 11	Capital stock,	$250,000 00
		Current liabilities,	82,587 11
Total,	$332,587 11	Total,	$332,587 11

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	5	5
Trestles:		
Number,	5	5
Aggregate length (feet),	1,681	1,681
Telegraph:		
Miles of line operated by Pennsylvania, Reading and Pottsville Telegraph Company,	6.2	6.2
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	6.2	6.2

Gauge of track, ... 4 ft. 8 1-2 in.

REYNOLDSVILE AND FALLS CREEK RAILROAD COMPANY.

Date or organization: December 13, 1883.
By what authority incorporated: General laws and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. A. Bell,	Buffalo, N. Y.,	January, 1895.
G. H. Lewis,	Buffalo, N. Y.,	do.
Charles Clifton,	Buffalo, N. Y.,	do.
A. G. Yates,	Rochester, N. Y.,	do.
W. F. Marshall,	Reynoldsville, Pa.,	do.
E. J. Lofts,	Reynoldsville, Pa.,	do.
Rufus Kirk,	Reynoldsville, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Reynoldsville, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	S. B. Elliott,	Reynoldsville, Pa.
Vice President,	F. A. Bell,	Buffalo, N. Y.
Secretary,	Charles Clifton,	Buffalo, N. Y.
Treasurer,	G. H. Lewis,	Buffalo, N. Y.
Auditor,	R. W. Macpherson,	Buffalo N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Mileage of road.	Mileage of road in Pennsylvania.
	From—	To—		
Reynoldsville and Fall's Creek railroad.	Fall's Creek, Pa.,	Rathmel, Pa.,	14.50	14.50

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$337,047 73	Capital stock,	$170,000 00
Cost of equipment,	26,051 32	Funded debt,	170,000 00
Cash and current assets,	169,149 58	Current liabilities,	82,677 22
		Profit and loss,	109,571 41
Total,	$532,248 63	Total,	$532,248 63

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	1	1
Gauge of track	4 ft. 8 1-2 in	

RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Date of organization: April 20, 1882
By what authority incorporated: General laws of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea,	Philadelphia,	First Tuesday in February, 1895.
William H. Barnes,	do.	do. do.
John P. Green,	do.	do. do.
G. B. Roberts,	do.	do. do.
Henry D. Welsh,	do.	do. do.
George Wood,	do.	do. do.
N. P. Shortridge,	do.	do. do.

Date of last meeting of stockholders for election of directors: February 6, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Fredk. W. Schwarz,	do.
Treasurer,	J. S. Vanzandt,	do.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Ridgway and Clearfield Railroad Company.	Ridgway, Pa.	Falls Creek, Pa.	Pennsylvania Railroad Company.	27.23	27.23

Operated by the Pennsylvania Railroad Company under resolutions of boards of directors, adopted July 23, 1884, by Ridgway and Clearfield Railroad Company, and September 1, 1884, by the Pennsylvania Railroad Company. Rental—net earnings.

This arrangement terminable at the option of either party on thirty days notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$987,503 20	Capital stock,	$491,000 00
Cash and current assets,	251,314 14	Funded debt,	491,000 00
		Profit and loss,	256,817 34
Total,	$1,238,817 34	Total,	$1,238,817 34

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	3	3
Number wooden,	12	12
Telegraph:		
Miles of line owned by this company,	27.23	27.23
Miles of wire owned by this company,	54.46	54.46
Miles of line operated by Pennsylvania Railroad Company,	27.23	27.23
Miles of wire operated by Pennsylvania Railroad Company,	54.46	54.46

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt? The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued whenever they can be obtained at par or less, shall be annually appropriated therefor, provided the company's net earnings are sufficient.

RIVERFRONT RAILROAD COMPANY.

Date of organization: May 5, 1876.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
G. B. Roberts,	Philadelphia,	March 26, 1895.
N. P. Shortridge,	Wynnewood Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
Frank Thomson,	Philadelphia,	do.
H. H. Houston,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.
W. H. Barnes,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 26, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Chas. E. Pugh.	Philadelphia.
Secretary, Treasurer,	James R. McClure,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Riverfront Railroad,	Lehigh avenue.	Dock street,	Pennsylvania Railroad Company.	3.62	3.62
Riverfront Railroad,	Canal street,	Laurel street,	Pennsylvania Railroad Company.	0.24	0.24
Total mileage,				3.86	3.86

Leased to the Pennsylvania Railroad Company for the term of fifty years, from and after May 1, 1882, at a rental of $23,000 per annum. After January 1, 1894, a rental of $28,000 per annum is to be paid.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$627,683 48	Capital stock,	$300,000 00
Cash and current assets,	3,204 86	Funded debt,	300.000 00
Other assets:		Current liabilities.	300 00
Sinking fund,	4,000 00	Profit and loss.	34,588 34
Total,	$634,888 34	Total,	$634,888 34

IMPORTANT CHANGES DURING THE YEAR.

Increase of the capital stock of $84,000, on January 1, 1894.

By an agreement made January 1, 1894, with the Pennsylvania Railroad Company, Lessee, the rental was increased by the sum of $5,000, so that the entire rental to be paid it shall be $28,000 insteadof $23,000 per annum.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Numbe iron	1	1
Number wooden	1	1
Gauge of track		4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: By advertising annually until date of maturity of the bonds, whenever said bonds can be purchased at not exceeding their par value, amounting at par to the sum of $2,000.

ROCHESTER, BEAVER FALLS AND WESTERN RAILWAY COMPANY.

Date of organization: March 27, 1889.

By what authority incorporated: General law, April 4, 1868. Supplements approved June 8, 1874.

Operated as a branch of the Pittsburgh, Ft. Wayne and Chicago railway by Pennsylvania Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. Stataper	Pittsburgh	January 7, 1895.
J. T. Brooks	do.	do.
L. L. Gilbert	do.	do.
James McCrea	do.	do.
Thomas Rodd	do.	do.
J. J. Brooks	do.	do.
John W. Renner	do.	do.
S. C. Scott	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	John E. Davidson	Pittsburgh.
Secretary	S. B. Liggett	do.
Treasurer	T. H. B. McKnight	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Rochester, Beaver Falls and Western Railway,	Beaver Falls, Pa.,	. . . . .	Pennsylvania Company, .	0.55	0.55

There is no contract. The railway is operated as a branch of the Pittsburgh, Fort Wayne and Chicago railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$48,125 76	Capital stock, ...	$75,000 00
Due on subscriptions to capital stock.	26,874 24		
Total, ...	$75,000 00	Total, ...	$75,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number, ...	1	1
Aggregate length (feet), ...	390	390
Gauge of track, ...	4 ft. 9 in.	

RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organization: December 31, 1888.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
W. B. Scott, ...	Philadelphia, ...	First Monday in May, 1895.
W. A. Church, ...	do.	do. do.
W. R. Taylor, ...	do.	do. do.
W. G. Brown.	do.	do. do.
J. M. Landis.	do.	do. do.
C Herbert, ...	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Reading Terminal.

Postoffice address of operating company: Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Rupert and Bloomsburg Railroad Company.	Rupert, Pa.,	Bloomsburg, Pa.,	1.60	1.60

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$57,924 00	Capital stock,	$50,000 00
Cash and current assets,	6,649 15	Current liabilities,	26,583 03
Profit and loss,	12,009 88		
Total,	$76,583 03	Total,	$76,583 03

CONTRACTS, AGREEMENTS, ETC.

United States Government. Rate per mile.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	3	3
Telegraph:		
Miles of line operated by P. R. and P. Tel. Co.,	1.60	1.60
Miles of wire operated by P. R. and P. Tel. Co.,	6.40	6.40

auge of track, 4 ft. 8 1-2 in.

SALISBURY RAILROAD COMPANY.

Date of organization: May 8, 1875.

By what authority incorporated: Salisbury and Baltimore Railroad Company. State of Pennsylvania act of April 8, 1861. Reorganized as the Salisbury Railroad Company May 8, 1875.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
M. B. Cutter,	Pittsburgh,	First Monday in May, 1895.
J. B. Jackson,	Pittsburgh,	do. do.
John McCleave,	Pittsburgh,	do. do.
C. S. Wright,	Pittsburgh,	do. do.
Chas. Donnelly,	Pittsburgh,	do. do.
J. M. Schoonmaker,	Pittsburgh,	do. do.
A. J. Hill,	Vanderbilt, Pa.,	do. do.
Francis Burns,	Baltimore, Md.,	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Pittsburgh, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Salisbury Railroad Company.	Salisbury Junction, Pa.	West Salisbury, Pa.	Baltimore and Ohio Railroad Company.	8.60	8.60
Grassy Run Extenslon,	Grassy Run Junction, Pa.	Co-operative Mines, Pa.	Baltimore and Ohio Railroad Company.	2.00	2.00
Hocking Extension,	Hocking Junction, Pa.	Hamilton Mine, No. 1, Pa.	Baltimore and Ohio Railroad Company.	1.10	1.10
Total mileage,				11.70	11.70

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company; which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.			CR.	
Cost of road,		$262,476 23	Capital stock,	$117,950 00
Cost of equipment,		11,840 72	Scrip stock,	37 50
Cash and current assets,		15 71	Funded debt,	150,000 00
Baltimore and Ohio Railroad Company,	$8,394 90		Current liabilities,	24 50
Yutz & Scott,	217 59		Profit and loss,	14,933 15
		8,612 49		
Total,		$282,945 15	Total,	$282,945 15

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	7	7
Trestles:		
Number,	8	8
Aggregate length (feet),	1,424	1,242

Gauge of track, ... 4 ft. 8 3-4 in

SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Date of organization: June 7, 1880.

By what authority incorporated: Pennsylvania act of April 8, 1861; April 4, 1868; March 29, 1871; April 22, 1873.

If a consolidated company, name the constituent companies: Reorganization of Berks County railroad; April 8, 1861; Berks and Lehigh Railroad, April, 1873.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Lowber Welsh,	Philadelphia.	First Monday in May, 1895.
Thos. McKean,	do.	do. do.
A. J. Antelo,	do.	do. do.
Albert Foster,	do.	do. do.
Frank P. Lauer,	do.	do. do.
J. M. Landis,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Reading Terminal, Philadelphia, Pa.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris.	Philadelphia.
Secretary,	W. R. Taylor.	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Schuylkill and Lehigh Railroad Company.	Reading, Pa.,	Slatington, Pa.	Philadelphia and Reading Railroad.	44	44

Leased to Philadelphia and Reading Railroad Company for 999 years, from May 1, 1883.

Lessee pays all expenses of operating and meets all financial obligations of the Schuylkill and Lehigh Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,076,651 22	Capital stock,	$50,000 00
		Funded debt,	1,000,000 00
		Current liabilities,	26,651 22
Total,	$1,076,651 22	Total,	$1,076,651 22

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Number wooden,	51	51
Trestles:		
Number,	23	23
Aggregate length (feet),	3,327	3,327
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	40	40
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	44	44

Gauge of track..... 4 ft. 8 1-2 in.

SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

Date of organization: July 14, 1883.

By what authority incorporated: Incorporated under the general law of the Commonwealth of Pennsylvania, April 4, 1868.

If a consolidated company, name the constituent companies: Schuylkill River, East Side P. R. and Philadelphia, Newtown and Chester Railroad, May 19, 1886; filed with Secretary of Commonwealth May 21, 1886.

Operated by the Baltimore and Ohio Railroad Company and Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thos. M. King,	Baltimore and Ohio Railroad Company, Baltimore, Md.	December, 1894.
J. Carroll Walsh,	Jerusalem Mills, Hartford co., Md.,	do.
J. B. Washington,	Pittsburgh,	do.
R. L. Ashhurst,	Philadelphia,	do.
J. Van Smith,	Baltimore and Ohio Railroad Company, Chicago, Ill.	do.
Sidney F. Tyler,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: December 13, 1893.

Postoffice address of general office: 2400 Chestnut street, Philadelphia, Pa.

Postoffice address of operating company: Baltimore and Ohio Railroad Company, Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Thos. M. King,	Philadelphia.
Secretary and Treasurer,	Theo. Frothingham,	Philadelphia.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Chief Engineer,	W. T. Manning,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Schuylkill River East Side railroad.	Philadelphia and Reading Junction, Pa	Park Junction, Pa.	Baltimore and Ohio railroad company.	3.80	3.80
Point Breeze Branch, . . .	Jackson street, Philadelphia.	Point Breeze, Pa.	Baltimore and Ohio railroad company.	.40	.40
Snyder Avenue Branch, .	Morris street Phila.	Snyder Avenue, Phila.	Baltimore and Ohio railroad company.	.40	.40
Delaware Branch, ...	East Side, Phila.	Reed street, Phila.	Baltimore and Ohio railroad company.	5.40	5.40
Stock Yard Branch, ...	Stock Yard Junction, Phila.	Stock Yard, .	Baltimore and Ohio railroad company.	.50	.50
Oregon Avenue Extension,	Swanson st. Phila.	Salt Works, Phila.	Baltimore and Ohio railroad company.	.50	.50
Total mileage, ...	. . . . .	. . . . .	. . . . .	11.00	11.00

Operated under contract of November 6, 1885, between the Schuylkill River, East Side, Railroad, the Baltimore and Ohio Railroad Company, the Baltimore and Philadelphia Railroad and the Philadelphia and Reading Railroad. The Schuylkill River, East Side Railroad Company receiving an arbitrary as rental, from which is paid interest on bonds.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$9,000,000 00	Capital stock, ...	$4,500,000 00
Cash and current assets, ...	223,754 66	Funded debt, ...	4,500,000 00
		Profit and loss, ...	223,754 66
Total, ...	$9,223,754 66	Total, ...	$9,223,754 66

CONTRACTS, AGREEMENTS, ETC.

As per contract of November 6, 1885.

Operated by the Baltimore and Ohio Railroad Company in connection with Philadelphia and Reading Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number Iron, ...	2	2
Trestles :		
Number.	5	5
Aggregate length (feet), ...	200	200
Tunnels :		
Number, ...	2	2
Maximum length (feet), ...	3,990.5	3,990.5
Minimum length (feet).	401.85	401.85
Aggregate length of all tunnels (feet), ...	4,391.90	4,391.90

Gauge of track, ... 4 ft. 8 3-4 in.

SCHUYLKILL AND LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: October 9, 1886.
By what authority incorporated: Under the laws of the State of Pennsylvania, act of General Assembly approved April 4, 1868, and supplements thereto.
Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Chas. Hartshorne,	Philadelphia,	January, 1895.
Robert H. Sayre,	South Bethlehem, Pa.,	do.
John B. Garrett,	Philadelphia,	do.
Joseph C. Bright,	Pottsville, Pa.,	do.
Robt. P. Linderman,	South Bethlehem,	do.
Gug E. Farquhar,	Pottsville, Pa.,	do.
Calvin E. Brodhead,	Flemington, N. J.,	do.
Henry S. Drinker,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elisha P. Wilbur,	South Bethlehem, Pa.
Vice President,	Chas. Hartshorne,	Philadelphia.
Second Vice President,	Robert H. Sayre,	South Bethlehem, Pa.
Third Vice President,	John B. Garrett,	Philadelphia.
Secretary, Treasurer,	David G. Baird,	Philadelphia.
Comptroller,	Isaac McQuilkin,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Schuylkill and Lehigh Valley Railroad Company.	Lizard Creek Junction.	Blackwood.		39.57	39.57
Sundry Branches,	Various,	Various.	Lehigh Valley Railroad,	2.64	2.64
Total mileage,				42.21	42.21

The Lehigh Valley Railroad Company owns the entire capital stock of the Schuylkill and Lehigh Valley Railroad Company, and the road is operated as a part of the Lehigh Valley railroad system.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,000,000 00	Capital stock,	$2,000,000 00
		Funded debt,	2,000,000 00
Total,	$4,000,000 00	Total,	$4,000,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, { Bar culverts	114	114
Number stone, { Arches	22	22
Number iron	13	13
Trestles:		
Number	2	2
Number length	133	133
Gauge of track	4 ft. 8 1-2 in.	

SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Date of organization: March 20, 1827.
By what authority incorporated: Pennsylvania act of March 20, 1827.
Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Antelo	407 Library street	Last Monday in December.
Theodore Voorhis	do.	do.
James Boyd	do.	do.
P. C. Hollis	do.	do.
William R. Taylor	do.	do.
James M. Landis	do.	do.

Date of last meeting of stockholders for election of directors: December 25, 1893.
Postoffice address of general office: 407 Library street, Philadelphia, Pa.
Postoffice address of operating company: Reading Terminal.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Joseph S. Harris	407 Library street.
Secretary, Treasurer	P. C. Hollis	407 Library street.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Schuylkill Valley Navigation and Railroad Company.	Port Carbon,	Reevesdale,	Philadelphia and Reading Railroad	11	11
Total mileage				11	11

The Schuylkill Valley and Navigation Railroad Company leased its railroad to the Philadelphia and Reading Railroad Company July 25, 1861, for 999 years at an annual rental of $29,450 and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$576,840 94	Capital stock,	$576,050 00
Cash and current assets,	15,926 39	Current liabilities,	417 30
		Profit and loss,	16,300 03
Total,	$592,767 33	Total,	$592,767 33

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	4	4
Number iron,	1	1
Number wooden,	6	6
Trestles:		
Number,	10	10
Aggregate length (feet),	525¾	525¾

Gauge of track..... 4 ft. 8 1-2 in.

SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

By what authority incorporated: Pennsylvania act for the formation and regulation of railroad corporations, April 4, 1868, and supplements.

Operated by the Philadelphia and Reading Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
D. Jones,	Philadelphia,	Second Monday in January,	1895.
A. J. Antelo,	Philadelphia,	do.	do.
Jos. F. Sinnott,	Philadelphia,	do.	do.
John Lowber Welsh,	Philadelphia,	do.	do.
Theodore Voorhes,	Philadelphia,	do.	do.
Thomas McKean,	Philadelphia,	do.	do.
James Boyd,	Norristown, Pa.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of operating company: Reading Terminal, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Joseph S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin, Sunbury and Lewisburg Railroad Co.	Shamokin, Pa.	West Milton, Pa.	Philadelphia and Reading railroad.	31.10	31.10

Leased to the Philadelphia and Reading Railroad Company for 999 years from June 2, 1883. Lessee pays all expense of operation and meets all financial obligations of the company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,384,113 58	Capital stock,	$2,000,000 00
Cash and current assets,	616,136 87	Funded debt,	2,000,000 00
		Current liabilities,	250 45
Total,	$4,000,250 45	Total,	$4,000,250 45

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	18	18
Number wooden,	24	24
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	32.1	32.1
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	96.3	96.3

Gauge of track..... 4 ft. 8 1-2 in.

SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1858.
By what authority incorporated: Special act, March 25, 1858.
Operated by the Northern Central Railway Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
A. J. Cassatt,	Philadelphia,	May 6, 1895.
Edmund Smith,	Philadelphia,	do.
John P. Green,	Philadelphia.	do.
Henry D. Welsh,	Philadelphia,	do.
Chas. E. Pugh,	Philadelphia.	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Geo. B. Roberts,	Philadelphia.
Secretary,	Stephen W. White,	do.
Treasurer,	Taber Ashton,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Shamokin Valley and Pottsville Railroad.	Sunbury,	Mt. Carmel,	Northern Central railway,	27.30	27.30
Branches,				2.48	2.48
Total mileage,				29.78	29.78

Road and coal lands leased for 999 years, from February 27, 1863, to the Northern Central Railway Company.

Rental equivalent to 7 per cent. per annum, interest on bonds, 6 per cent. dividend on capital stock and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,208,050 00	Capital stock,	$869,450 00
Stocks of other companies owned,	3,078 39	Funded debt,	2,000,000 00
Lands owned,	1,667,950 00	Current liabilities,	73,855 00
Cash and current assets,	74,038 08	Profit and loss,	9,811 47
Total,	$2,953,116 47	Total,	$2,953,116 47

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	1	1
Number iron,	8	8
Number wooden,	13	13
Trestles:		
Number,	3	3
Aggregate length (feet),	1,023	1,023
Telegraph:		
Miles of line owned by this company,	26.78	26.78
Miles of wire owned by this company,	55.54	55.54
Miles of line operated by Northern Central Railway,	26.78	26.78
Miles of wire operated by Northern Central Railway,	55.54	55.54

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

SHARON RAILWAY.

Date of organization: July 16, 1873.

By what authority incorporated: Organized under the Act of General Assembly of the Commonwealth of Pennsylvania, entitled An act to authorize the formation and regulation of railway corporations, approved April 4, 1868; and by consolidation possesses the franchises, rights and privileges conferred on the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company by act of June 2, 1870.

If a consolidated company, name the constituent company: The Sharon Railway and the Sharpsville, Wheatland, Sharon and Greenfield Railroad Company, under the act of General Assembly of the Commonwealth of Pennsylvania, approved May 1, 1861, P. L. 702 to 704.

Operated by the New York, Pennsylvania and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Norman Hall,	Sharon, Pa	January, 1895.
P. L. Kemberly,	Sharon, Pa.,	do.
J. J. Spearman,	Sharon, Pa.,	do.
M. H. Henderson,	Sharon, Pa.,	do.
Earl Tupper,	Cleveland, O.,	do.
Fayette Brown,	Cleveland, O.,	do.
Hunter Wykes,	New York, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 14, 1894.

Postoffice address of general office: Sharon, Pa.

Postoffice address of operating company: New York, Pennsylvania and Ohio Railroad Company, Cleveland, Ohio.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. A. Wheeler,	Sharon, Pa.
First Vice President,	S. Perkins,	Sharon, Pa.
Second Vice President,	J. J. Pierce,	Sharpsville, Pa.
Secretary	John H. Dynes,	Cleveland, O.
Treasurer,	Charles Hall,	Sharon, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Sharon Railway,	Sharon,	Pymatuning,	New York, Pennsylvania Ohio Railroad.	7.93	7.93
Middlesex Extension,	Sharon	West Middlesex.	New York, Pennsylvania and Ohio Railroad.	6.82	6.82
Sharpsville Extension,	Boyce,	Sharpsville,	New York, Pennsylvania and Ohio Railroad.	1.56	1.56
Yards and side tracks,			New York, Pennsylvania and Ohio Railroad.	9.84	9.84
Total mileage,				26.15	26.15

The Sharon Railway is operated by the New York, Pennsylvania and Ohio Railroad (Erie system), under lease for 99 years, dated December 1, 1886.

The rental is payable quarterly and is based upon the total issue of capital stock at the rate of 6 per cent. per annum, and upon the first mortgage bonds at the rate of 5 5-8 per cent. per annum.

The lessee to pay all taxes that may be assessed.

Excess of income over fixed charges, dividends and expenses to be refunded annually.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$617,345 20	Capital stock,	$453,350 00
Cash and current assets,	7,579 83	Funded debt,	164,000 00
		Profit and loss,	7,575 03
Total,	$624,925 03	Total,	$624,925 03

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Trestles:		
Number,	35	35
Aggregate length (feet),	1,933	1,933

Gauge of track..... 4 ft. 8 1-2 in.

SHARPSVILLE RAILROAD COMPANY.

Date of organization: March 25, 1876.
By what authority incorporated: Act of April 4, 1868; act of February 17, 1870.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. B. Washington,	Pittsburgh,	Second Monday in January, 1895.
C. K. Lord,	Baltimore, Md.,	do. do.
John W. Renner,	Pittsburgh,	do. do.
John McCleave,	Pittsburgh,	do. do.
E. B. Taylor,	Pittsburgh,	do. do.
J. B. Caven,	Cleveland, Ohio.,	do. do.
J. J. Pierce,	Sharpsville, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: June 8, 1894.
Postoffice address of general office: P. O. Box 939, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS
President,	J. V. Patton,	Pittsburgh.
Vice-President,	J. B. Washington,	do.
Secretary,	W. L. Washington,	do.
Treasurer,	J. B. Washington,	do.
Auditor,	S. K. Harris,	do.
General Manager,	J. V. Patton,	do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Sharpsville Railroad,	Sharpsville,	Wilmington Junction,	17	17
Lackawanna Branch,	Lack Junction,	Lack Mine,	.80	.80
Furnace Branch,	In Borough of Sharpsville.		.92	.92
Neshannock Branch,	Summit,	Neshannock,	1.06	1.06
*Sharon Branch,	Sharpsville,	Sharon,	.75	.75
Total,			20.53	20.53

*Sharon branch projected to Sharon, Pa.; only 3-4 miles built at present.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$422,590 24	Capital stock,	$350,000 00
Cost of equipment,	26,856 19	Current liabilities,	129,322 39
Cash and current assets,	834 03		
Other assets:			
Sundries,	423 62		
Profit and loss,	28,618 31		
Total	$479,322 39	Total,	$479,322 39

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company 40 per cent. of gross revenue.
United States government $739.57 per annum for carrying mails.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	6	6
Gauge of track,	4 ft. 8 3-4 in.	

SHEFFIELD AND SPRING CREEK RAILROAD COMPANY.

Date of organization: November 21, A. D. 1884.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.	January 14, 1895.
J. H. Horton,	Sheffield, Pa,	do.
J. Crary,	Sheffield, Pa,	do.
C. W. R. Radeker,	Sheffield, Pa,	do.
C. H. Smith,	Sheffield, Pa,	do.
John McNair,	Sheffield. Pa,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghamton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice-President,	James Horton,	Buffalo, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Charles Seigel,	Sheffield. Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sheffield and Spring Creek Railroad.	Sheffield Junction.	Parish, Pa.,	Tionesta Valley Railroad Company.	9.5	9.5

Leased to the Tionesta Valley Railroad Company December 1, 1884, for a term of 99 years at an annual rental of $300.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$38,950 50	Capital stock,	$12,000 00
		Current liabilities,	26,950 50
Total,	$38,950 50	Total,	$38,950 50

SLACKWATER CONNECTING RAILROAD COMPANY.

Date of organization: June 30, 1892.
By what authority incorporated: Act of April 4, 1868, and the several supplements thereto.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Jas. Hemphill,	Pittsburg,	Until successors are elected and qualified.
W. C. Fownes	do,	
H. C. Fownes,	do.	
E. S. Fownes,	do.	
V. Matthews,	do.	

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C. Fownes,	Pittsburg.
Secretary,	E. S. Fownes,	Pittsburg.
Treasurer,	W. C. Fownes,	Pittsburg.
General Solicitor, Attorney or Counsel.	C. C. Dickey,	Pittsburg.
Auditor,	V. Matthews.	Pittsburg.

PROPERTY OPERATED.

NAME.	TERMINALS.		Mileage of road.	Mileage of road in Pennsylvania.
	From--	To—		
Slackwater Connecting Railroad Company.	A point on the Monongahela river in the first pool of the county of Allegheny in said Commonwealth.	A point in Braddock township in said county at the line of P. & C. R. R. Co. now in possession of B. & O. R. R. Co.	1	1

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,800 00	Capital stock,	$10,000 00
Cost of equipment,	5,200 00		
Total,	$10,000 00	Total,	$10,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length, (feet),	1,300	1,300

Gauge of track..... 4 ft. 8 1-2 in.

SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
By what authority incorporated: Under general laws approved June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
William H. Jessup,	Scranton, Pa.,	March 26, 1891.
James B. Weed,	Binghamton, N. Y.,	do.
William S. Hill,	Binghamton, N. Y.,	do.
William H. Jessup, Jr.,	Scranton, Pa.,	do.
G. L. Jessup,	Scranton, Pa.,	do.
H. C. Jessup,	Scranton, Pa.,	do.
Horace E. Hand,	Scranton, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 26, 1890.
Postoffice address of general office: Montrose, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James S. Weed,	Binghampton, N. Y.
Secretary,	William S. Hill,	Binghampton, N. Y.
Treasurer,	Frederick W. Weed,	Binghampton, N. Y.
Chief Engineer,	A. P. Bovier,	Elmira, N. Y.
General Solicitor, Attorney or Counsel,	William H. Jessup,	Scranton, Pa.
General Manager,	E. C. Rodman,	Slate Run, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Slate Run Railroad Company,	Slate Run, Pa.,	North Branch, Pa.,	15	15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$65,757 31	Capital stock,	$81,000 00
Cost of equipment,	15,242 69	Current liabilities,	10,224 01
Cash and current assets,	16,615 04	Profit and loss,	6,391 03
Total,	$97,615 04	Total,	$97,615 04

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	2	2
Aggregate length (feet),	1,239	1,239

Gauge of track, ... 3 feet.

SOMERSET AND CAMBRIA RAILROAD COMPANY.

Date of organization: January 27, 1879.

By what authority incorporated: Somerset and Mineral Point Railroad Company, act of April 8, 1861, State of Pennsylvania.

Reorganized as Somerset and Cambria Railroad Company January 27, 1879.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Koontz,	Somerset, Pa.,	First Monday in May, 1895.
Mord Lewis,	Clarksburg, W. Va.,	do. do.
W. J. Hitchman,	Mt. Pleasant, Pa.,	do. do.
Tho. Lynch,	Greensburgh, Pa.,	do. do.
W. P. Kooser,	Somerset, Pa.,	do. do.
C. S. Wight,	Pittsburgh,	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Somerset and Cambria Railroad Company.	Rockwood, Pa.	Johnstown, Pa.	Baltimore and Ohio Railroad Company.	45.10	45.10

Operated by Baltimore and Ohio Railroad Company by reason of ownership of a majority of its stock by the Pittsburgh and Connellsville Railroad Company, which latter company is leased to the Baltimore and Ohio Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,340,422 07	Capital stock,	$1,000,000 00
Cash and current assets,	287,211 33	Funded debt,	636,000 00
Profit and loss,	8,366 60		
Total,	$1,636,000 00	Total,	$1,636,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	40	40
Number iron,	19	19
Trestles:		
Number,	2	2
Aggregate length (feet),	250	
Tunnels:		
Number,	1	1
Maximum length (feet),	322	322
Minimum length (feet),	322	322
Aggregate length of all tunnels (feet),	322	322
Telegraph:		
Miles of line operated by Western Union Telegraph Company,	45.10	45.10
Miles of wire operated by Western Union Telegraph Company,	90.20	90.20

Gauge of track, ... 4 ft. 8 3-4 in.

SOUTH CHESTER RAILROAD COMPANY.

Date of organization: Articles of association filed June 22, 1891.
By what authority incorporated: Act approved April 4, 1868, and the supplements thereto.
Operated by the Philadelphia, Wilmington and Baltimore Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
R. D. Barclay,	Philadelphia,	February 12, 1895.
Lewis Neilson,	Philadelphia,	do.
William A. Patton,	Radnor, Pa.,	do.
N. Parker Shortridge,	Wynnewood, Pa.,	do.
John C. Sims,	Philadelphia,	do.
Stephen W. White,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 13, 1894.
Postoffice address of general office: Room 259, Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Broad Street Station, Philadelphia.
Secretary, Treasurer,	Albert Hewson,	Broad Street Station, Philadelphia.
Chief Engineer,	W. H. Brown,	Broad Street Station, Philadelphia,
Counsel,	William Ward,	Chester, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Chester Railroad,	Howell street Chester Pa.	Crescent Oil Works.	P., W. and B. R. R. Co.	2.72	2.72
Lamokin Run Branch	Main line. west of Lamokin street northwardly.	Junction with P., W. and B. RR. Co. near Lamokin station.		0.49	0.49
Linwood Branch	Main line, near Marcus Hook road.	Junction with P., W. and B. RR. Co. near Linwood station.		0.57	0.57
Total				3.78	3.78

Operated by the Philadelphia, Wilmington and Baltimore Railroad Company as a siding.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$163,315 14	Capital stock, paid on subscription to 5,000 shares	$100,000 00
Cash and current assets	150,000 00	Funded debt payable on subscription to 5,000 shares	150,000 00
		Current liabilities	63,315 14
Total	$313,315 14	Total	$313,315 14

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	3	3
Aggregate length (feet)	686	686
Gauge of track		4 ft. 9 in.

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Date of organization: July 25, 1889.
By what authority incorporated: Pennsylvania, under act of April 4, 1868.
Operated by the Lehigh and Hudson River Railway Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
P. R. Cope	Philadelphia	January 8, 1894.
S. Shepperd	do.	do.
E. Hill	do.	do.
E. N. Moor	do.	do.
W. A. Buchanan	do.	do.
C. F. Howell	do.	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffice address of general office: 226 South Third street, Philadelphia, Pa.
Postoffice address of operating company: Lehigh and Hudson River Railway Company, Warwick, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	E. B. Leisenring	Philadelphia.
Secretary	S. Shepperd	do.
Treasurer	S. Shepperd	do.
Auditor	C. F. Howell	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Easton Railroad.	South Easton, Pa.	Boundary line between States of New Jersey and Pennsylvania.	Lehigh and Hudson River Railway Company.	About ½	About ½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$82,899 12	Capital stock,	$75,000 00
		Current liabilities,	7,899 12
Total,	$82,899 12	Total,	$82,899 12

SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

(The property of the South Easton and Phillipshurg Railroad Company is operated hy the Lehigh and Hudson River Railway Company. The capital stock is owned hy this company, and its earnings and operating expenses are included in the reports of the Lehigh and Hudson Railway Company as of that company.

The property of the South Easton and Phillipsburg Railroad consists suhstantially of a bridge ocroes the Delaware river at Phillipsburg, New Jersey, connecting the Belvidere Delaware division of the Pennsylvania Railroad (over which the Lehigh and Hudson River Railway Company have trackage rights between Belvidere and Phillipsburg), with the tracks of the Lehigh Valley and Central Railroad of New Jersey at Easton, Pa. The hridge and road proper is 1,723 1-2 feet long, with one-fourth mile approaches, and we make no separation of the earnings and operating expenses over this bridge, it formed a part of our line.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisenring,	Philadelphia.
Treasurer,	S. Shepperd,	Philadelpbia.
Chief Engineer,	Charles Caldwell,	Newburgh, N. Y.
Attorney,	George M. Shipman,	Belvidere, N. J.
Auditor,	E. M. Reynolds,	Warwick, N. Y.
General Manager,	Grinnell Burt,	Warwick, N. Y.

SOUTH FORK RAILROAD COMPANY.

Date of organization: July 2, 1890.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated hy the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Geo. F. Huff,	Greensburg, Pa.,	March 26, 1895.
Richard Coulter,	Greensburg, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
Robert Pitcairn,	Pittsburg,	do.
Chas. E. Pugh,	Philadelphia,	do.
Wm. H. Barnes,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: March 27, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia, Pa.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary, Treasurer,	F. W. Schwarz,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Fork Railroad,	South Fork,	Coal mines,	Pennsylvania Railroad Company.	8.12	8.12

Agreement dated August 15, 1891.
The Pennsylvania Railroad Company:
1. To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to that company.
2. To deduct from the gross receipts all proper operating expenses, and customary charges for the use of the rolling stock used upon the railroad of said company.
3. To pay over any moneys remaining, after deducting the expenses and charges in section No. 2 recited, to the treasurer of said company.
4. This arrangement to be terminable at the option of either company upon thirty days' notice, given in writing to the other company of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$102,318 95	Capital stock,	$28,000 00
Profit and loss,	13,642 97	Current liabilities,	87,961 92
Total,	$115,961 92	Total,	$115,961 92

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	2	2
Trestles:		
Number,	1	1
Aggregate length, (feet),	96	96

Gauge of track, ... 4 ft. 9 in.

SOUTHWEST PENNSYLVANIA RAILWAY COMPANY.

Date of organization: Incorporated March 16, 1891.

By what authority incorporated: Special act of March 16, 1871.

If a consolidated company, name the constituent companies: The Uniontown and West Virginia Railroad Company was consolidated with the South West Pennsylvania Railway Company March 3, 1877.

Uniontown and West Virginia Railroad Company was chartered April 2, 1868, sold March 4, 1874.

The Uniontown and West Virginia Railroad Company organized April 3, 1874, by purchasers of Uniontown and West Virginia Railroad Company.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	March 5, 1895.
John P. Green,	Philadelphia,	do.
W. J. Howard,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
J. K. Ewing,	Uniontown Pa.,	do.
Geo. F. Huff,	Greensburg, Pa.,	do.
Robert Pitcairn,	Pittsburgh, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Geo. A. Torrence,	New Haven Pa.,	do.
J. F. Wentling,	Greensburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: March 6, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Charles E. Pugh,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
South Western Pennsylvania railway.	Greensburg,	Fairhaven,	Pennsylvania Railroad Company.	44.79	44.79
Branches,				67.08	67.08
Total mileage,				111.87	111.87

Leased to the Pennsylvania Railroad Company for one year. Renewed every year from April 1. Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,545,016 83	Capital stock,	$1,499,900 00
Cash and current assets,	1,033,736 93	Funded debt,	900,000 00
Other assets:		Current liabilities,	31,704 17
Sinking fund,	38,000 00	Fund for redemption of bonds,	76,055 00
		Profit and loss	1,109,094 59
Total,	$3,616,753 76	Total,	$3,616,753 76

IMPORTANT CHANGES DURING THE YEAR.

Twenty-nine one-hundredths of a mile added to main line.
Two and sixty-two one hundredths added to branches.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	2	2
Number iron,	40	40
Number wooden,	48	48
Trestles:		
Number,	23	23
Aggregate length (feet),	3,927	3,927
Telegraph:		
Miles of line owned by this company,	68.45	68.45
Miles of wire owned by this company,	173.50	173.50
Miles of line operated by Pennsylvania Railroad Company,	68.45	68.45
Miles of wire operated by Pennsylvania Railroad Company,	173.50	173.50

Gauge of track, ... 4 ft. 9 in.

SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Date of organization: February 1, 1873.
By what authority incorporated: Laws of Pennsylvania, acts of Assembly approved March 22, 1867; February 20, 1869; April 30, 1869; April 8, 1861.
Operated by the Cumberland Valley Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Thomas B. Kennedy,	Chambersburg, Pa.,	May, 1895.
M. C. Kennedy,	Chambersburg, Pa.,	do.
George B. Roberts,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
John P. Green,	Philadelphia,	do.
George H. Stewart,	Shippensburg, Pa.,	do.
Lane S. Hart,	Harrisburg, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Chambersburg, Pa.
Postoffice address of operating company: Chambersburg, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Thomas B. Kennedy.	Chambersburg, Pa.
Secretary, Treasurer,	W. L. Ritchey,	do. do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
Southern Pennsylvania Railway and Mining Company.	Junct. Cumberland Valley Railroad.	Mercersburg.	Cumberland Valley Railroad.	13.60	13.60
	Mechanicsburg Junction.	Richmond.	Cumberland Valley Railroad.	7.80	7.80
Total mileage,				21.40	21.40

Leased to and operated by the Cumberland Valley Railroad Company as part of its system, upon the terms that the receipts shall be applied to cost of maintaining, keeping and perpetuating the railroad property and equipment used thereon, and all other expenses of operation, including taxes, insurance, etc. The balances remaining thereafter to be paid to the lessor. Lease executed March 1, 1870, and runs for a period of one hundred and ninety-nine years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,425,000 00	Capital stock,	$800,000 00
Profit and loss,	218,298 86	Funded debt,	625,000 00
		Current liabilities,	218.298 86
Total.	$1,643,298 86	Total,	$1,643.298 86

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron.	5	5
Number wooden,	1	1
Gauge of track,	4 ft. 9 in.	

SAINT MARY'S AND SOUTH WESTERN RAILWAY COMPANY.

Date of organization: June 19, 1893.
By what authority incorporated: General railroad laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
B. Frank Hall,	St. Mary's, Pa.,	January 8, 1895.
J. K. P. Hall,	St. Mary's, Pa.,	do.
Andrew Kaul,	St. Mary's, Pa.,	do.
B. E. Wellendorf,	St. Mary's, Pa.,	do.
John Kaul,	St. Mary's, Pa.,	do.
W. H. Hyde,	Ridgway, Pa.,	do.
G. C. Simons,	St. Mary's, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: St. Marys, Elk county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	B. Frank Hall,	St. Mary's, Pa.
Vice President,	J. Henry Cochran,	Williamsport, Pa.
Secretary,	J. K. P. Hall,	St. Mary's, Pa.
Treasurer,	G. C. Simons,	St. Mary's, Pa.
Chief Engineer,	B. E. Wellendorf,	St. Mary's, Pa.
General Solicitor, Att'y, or Counsel,	Harry Alvan Hall,	St. Mary's, Pa.
General Manager,	Andrew Kaul,	St. Mary's, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
St. Mary's and Southwestern Railroad Company.	St. Mary's, Pa., P. & E. R. R. division of Penna. R. R.	Centreville, Pa.,	10	10

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$123,172 14	Capital stock paid in,	$30,600 00
Cost of equipment,	106,802 68	Current liabilities,	210,032 18
Cash and current assets,	16,867 00	Profit and loss,	6,209 64
Total,	$246,841 82	Total,	$246,841 82

CONTRACTS, AGREEMENTS, ETC.

Express contract. The usual or regular contract of Adams Express Company to railroads for this purpose.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	1	1
Aggregate length (feet),	650	650

Gauge of track..... 4 ft. 8 1-2 in.

STATE LINE AND SULLIVAN RAILROAD COMPANY.

Date of organization: December 2, 1874.
By what authority incorporated: Pennsylvania act concerning railroads, approved April 8, 1861; also February 19, 1867 (Sullivan and Erie Coal and Railroad Company.)
Operated by the Lehigh Valley Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. S. Grant,	1516 Spruce Street, Philadelphia.	May, 1895.
Henry C. Davis,	204 Walnut Place, Philadelphia,	do.
N. N. Betts,	Towanda, Pa.,	do.
Chas. H. Banes,	2021 Spring Garden Street.	do.
Herman Hoopes,	Drexel Building,	do.
Chas. H. Davis,	120 Broadway, N. Y.,	do.
John F. Stoer,	615 Chestnut Street,	do.

Date of last meeting of stockholders for election of directors: May 16, 1894.
Postoffice address of general office: 204 Walnut Place, Philadelphia, Pa.
Postoffice address of operating company: Lehigh Valley Railroad.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Henry C. Davis,	Philadelphia.
Secretary, Treasurer,	O. A. Baldwin,	Towanda, Pa.
Assistant Secretary,	E. D. Ackley,	Philadelphia.
General Manager,	I. O. Blight,	Towanda, Pa.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
State Line and Sullivan Railroad Company.	Bernice,	Monroeton,	Lehigh Valley Railroad,	24	24

The railroad is operated by the Lehigh Valley Railroad Company, Pennsylvania, New York Canal and Railroad Division, under lease dated April, 1884, for fifty years, from May 1, 1884. Details of operation of railroad can be obtained from that company (Lehigh Valley Railroad Company.)

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$625,000 00	Capital stock,	$980,250 00
Bonds owned,	20,000 00	Funded debt,	300,000 00
Stocks of other companies owned,	105,416 05	Current liabilities,	20,349 82
Lands owned,	500,000 00	Profit and loss,	98,640 19
Cash and current assets,	148,823 96		
Total,	$1,399,240 01	Total,	$1,399,240 01

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number of iron,	3	3
Trestles:		
Number,	1	1
Aggregate length,	175	175
Telegraph:		
Miles of line owned by this Company,	24	24
Miles of wire owned by this Company,	58	58

Gauge of track, ... 4 ft. 8 1-2 in.

STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September 22, 1884.
By what authority incorporated: Under general laws of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
James Fulton,	Stewartstown, Pa.	A. G. Bowman,	Stewartstown, Pa.
Thomas B. Fulton,	do.	A. T. Grove,	do.
W. J. P. Gemnull,	do.	John Johnson,	do.
Joseph W. Anderson,	do.	M W. Bohn,	New Freedom, Pa.
James C. Jordan,	do.	John Y. Keeney,	Shrewsbury, Pa.
William Hammill,	do.	J. Schall Wilheim,	York, Pa.

Date of last meeting of stockholders for election of directors: Second Monday in January.
Postoffice address of general office: Stewartstown.

OFFICERS.

TITLE.	NAME.	TITLE.	NAME.
President,	James Fulton.	Treasurer,	Joseph W. Anderson.
Vice-President,	M. W. Bohn,	Auditor,	C. W. Shaw.
Secretary,	A. G. Bowman.	General Manager,	M. W. Bohn.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stewartstown Railroad,	Stewartstown, Pa.,	New Freedom,	7.2	7.2

GENERAL BALANCE SHEET.

DR.			
Cost of road	$72,813 94	Capital stock	$70,000 00
Cost of equipment	8,148 48	Profit and loss	14,555 20
Lands owned	378 12		
Cash and current assets	2,514 64		
Other assets:			
Material on hand	700 00		
Total	$84,555 20	Total	$84,555

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company pay the Stewartstown Railroad Company 10 per cent. on gross receipts and 10 per cent. per 100 for transportation.

The United States Government pay the Stewartstown Railroad Company $355.52 for carrying the mail.

Have joint freight rates with the Northern Central Railway Company, in which freight charges are based on a constructive distance of twenty miles for points on the Stewartstown Railroad, the Northern Central Railway allowing us arbitrary rates for our proportion of earnings.

To encourage the building of the Stewartstown Railroad the Northern Central Railway Company contracted with the Stewartstown Railroad Company under date of December 26, 1884, to pay the Stewartstown company 15 per cent. on gross earnings accruing to said road on all business originating on or consigned to points on the Stewartstown road and destined to or consigned to Baltimore or Harrisburg, or intermediate points of the Northern Central Railway for a period of ten years.

During July, 1894, this contract was renewed for five years.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENSYLVANIA.
Bridges:		
Number wooden	1	1
Trestles:		
Number	5	5
Aggregate length (feet)	1,950	1,950
Telegraph:		
Miles of line owned by this company	7.2	7.2
Miles of wire operated by this company	7.2	7.2

STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.

By what authority incorporated: Under the laws of the State of Pennsylvania, act of April 14, 1868.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John Slingluff	Norristown, Pa.	Third Monday in January, 1895.
F. D. Sower	Norristown, Pa.	do.
Daniel C. Getty	Norristown, Pa.	do.
John Oberholtzer	Norristown, Pa.	do.
J. P. Hale Jenkins	Norristown, Pa.	do.
W. H. Slingluff	Norristown, Pa.	do.
William Stahler	Norristown, Pa.	do.
John Jamison	Norristown, Pa.	do.
John S. Heebner	Lansdale, Pa.	do.
David Heebner	Lansdale, Pa.	do.
Samuel Dresher	Norritonville, Pa.	do.
Oliver G. Morris	Line Lexington, Pa.	do.

Date of last meeting of stockholders for election of directors: January 15, 1894.

Postoffice address of general office: 318 Dekalb street, Norristown, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	James Boyd,	Norristown, Pa.
Secretary,	Howard Boyd,	do.
Treasurer,		
Chief Engineer,	Geo. B. Boggs,	do.
General Solicitor, Attorney or Counsel,	James Boyd,	do.
Auditor,	F. C. Boggs,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Stony Creek,	Norristown, Pa.,	Lansdale, Pa.,	10.30	10.30

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$548,922 54	Capital stock,	$176,100 00
Cost of equipment,	397 34	Funded debt,	350,000 00
Bonds of other companies owned,	300 00	Current liabilities,	616,373 17
Cash and current assets,	26,129 52	Accrued interest on funded debt not yet payable,	6,125 00
Profit and loss,	578,348 77	Mortgages and ground rents,	5,500 00
Total,	$1,154,098 17	Total,	$1,154,098 17

CONTRACTS, AGREEMENTS, ETC.

A mutual arrangement in the regular intercourse of business transactions, for the pro-ration of passenger and freight traffic.

An agreement with the Philadelphia, Reading and Pottsville Telegraph Company for the use of their line at a certain annual rental.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	9	9
Trestles:		
Number,	1	1
Aggregate length (feet),	50	50
Telegraph:		
Miles of line operated by this company under contract,	10.3	10.3
Miles of wire operated by this company under contract,	10.3	10.3
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	10.3	10.3
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	10.3	10.3

Gauge of track..... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: General mortgage loan, which provides for the retirement of funded debt.

THE SUNBURY, HAZLETON AND WILKES-BARRE RAILWAY COMPANY.

Date of organization: May 1, 1878.
By what authority incorporated: General law of April 8, 1861.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. H. Barnes,	Philadelphia,	May 21, 1895.
A. J. Cassatt,	do.	do.
John P. Green,	do.	do.
H. H. Houston,	do.	do.
G. B. Roberts,	do.	do.
Henry D. Welsh,	do.	do.

Date of last meeting of stockholders for election of directors: May 15, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real estate agent,	John C. Wilson,	do.
Conveyancer,	G. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Sunbury, Hazleton and Wilkes-Barre railway.	Sunbury,	Tomhicken,	Pennsylvania railroad,	43.44	43.44

Leased to the Pennsylvania Railroad Company for fifty years from May 1, 1878.
Rental, net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$3,535,123 71	Capital stock,	$1,000,000 00
Cash and current assets,	402,268 81	Funded debt,	2,535,000 00
Other assets:		Current liabilities,	2,523 05
Sinking fund,	88,595 00	Profit and loss,	488,464 47
Total,	$4,025,987 52	Total,	$4,025,987 52

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	6	6
Number iron,	9	9
Number wooden,	4	1
Trestles:		
Number,	6	6
Aggregate length (feet),	648	648
Telegraph:		
Miles of line owned by this company,	43.37	43.37
Miles of wire owned by this company,	276.31	276.31
Miles of line operated by the Pennsylvania railroad company,	43.37	43.37
Miles of wire operated by the Pennsylvania railroad company,	276.31	276.31

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: First mortgage bonds, series A and B.

Sinking fund: one-half of one per cent. of amount of bonds issued is appropriated annually together with interest on bonds already purchased and is the fund.

SUNBURY AND LEWISTOWN RAILWAY COMPANY.

Date of organization: Reorganized January 6, 1876.

By what authority incorporated: Under laws of State of Pennsylvania, act of March 23, 1865 (P. L. 641), and supplement of April 13, 1868 (P. L. 1870-1366) and further supplement of February 17, 1870 (P. L. 154), and re-organized under act of April 8, 1861, on January 6, 1876

If a consolidated company, name the constituent companies: Not a consolidated company, but a reorganized company. Name of original company is Middle Creek Railroad Company, act of March 23, 1865 (P. L. 641), name changed to Sunbury and Lewistown Railroad Company, supplement February 17, 1870 (P. L. 154).

Reorganized as Sunbury and Lewistown Railway Company, act of April 8, 1861.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Aaron Fries,	Betz Building, Philadelphia,	May 6, 1895.
Edward J. Berwind,	Betz Building, Philadelphia,	do.
Stephen Greene,	27 South Fifth street, Philadelphia,	do.
John Hart,	Doylestown, Pa.,	do.
Samuel G. Lewis,	27 South Fifth street, Philadelphia,	do.
John W. Mofflly,	27 North Third street, Philadelphia,	do.
George Shannon,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office: Room 301, Betz building, Philadelphia, Pa.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Aaron Fries,	Room 301 Betz Building, Philada.
Vice President,	Samuel G. Lewis,	27 South Fifth street, Philada.
Secretary,	Frank S. Lewis,	301 Betz Building, Philadelphia
Treasurer,		

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Sunbury and Lewistown Railway Company.	Lewistown, .	Selinsgrove Junction.	Pennsylvania Railroad Company.	43.45	43.45

Sunbury and Lewistown Railway operated by Pennsylvania Railroad Company for cost and one-half net earnings after payment of interest on outstanding bonds, under lease dated July 22, 1876, to take effect July 1, 1876, for the term of 99 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,100,000 00	Capital stock,	$600,000 00
Cash and current assets,	94,616 68	Funded debt,	500,000 00
		Profit and loss,	94,616 68
Total,	$1,194,616 68	Total,	$1,194,616 68

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	12	12
Number wooden,	7	7
Number combination,	4	4
Telegraph:		
Miles of line owned by this company,	43.45	43.45
Miles of wire owned by this company,	48.45	48.45
Miles of line operated by Pennsylvania Railroad Company,	43.45	43.45
Miles of wire operated by Pennsylvania Railroad Company,	48.45	48.45

Gauge of track, ... 4 ft. 9 in.

SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: September 22, 1891.

By what authority incorporated: Charter from Commonwealth under the act of 4th April, 1868, and 8th June, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John R. T. Ryan,	Williamsport, Pa.,	January 29, 1895.
A. D. Hermance,	Williamsport, Pa.,	do.
G. D. Tinsman,	Williamsport, Pa.,	do.
H. A. Merriman,	Williamsport, Pa.,	do.
Geo. L. Miller,	Bitumen, Clinton county, Pa.,	do.
G. T. Ryan,	Williamsport, Pa.,	do.
H. W. Lentz,	Williamsport, Pa.,	do.
Frank Parsons,	Williamsport, Pa.,	do.
Geo. E. G. Graff,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: July 14, 1893.

Postoffice address of general office: 34 West Fourth street, Williamsport, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John R. T. Ryan,	Williamsport, Pa.
Vice President,	Albert D. Hermance,	Williamsport, Pa.
Secretary,	Garret D. Tinsman,	Williamsport, Pa.
Treasurer,	John S. Brown,	Williamsport, Pa.
Chief Engineer,	Geo. L. Miller,	Bitumen, Clinton county, Pa.
General Solicitor, Att'y, or Counsel,	Candor & Munson,	Williamsport, Pa.
General Manager,	George L. Miller,	Bitumen, Clinton county, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Susquehanna and Buffalo Railroad,	Cork Run, Pa.,	Foot of Plane,	1.5	1.5

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,482 84	Capital stock,	$20,160 00
		Funded debt,	385 00
		Salaries,	1,507 40
		Wages, tools, etc.,	2,729 67
		Profit and loss,	2,700 77
Total.	$27,482 84	Total,	$27,482 84

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

SUSQUEHANNA AND CLEARFIELD RAILROAD COMPANY.

Date of organization: December 8, 1879.
By what authority incorporated: General law of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel Rea,	Philadelphia,	First Tuesday in February, 1895.
William H. Barnes,	Philadelphia,	do. do.
John P. Green,	Philadelphia,	do. do.
G. B. Roberts,	Philadelphia,	do. do.
Henry D. Welsh,	Philadelphia,	do. do.
George Wood,	Philadelphia,	do. do.
N. P. Shortridge,	Wynnewood, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: February 6, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Fredk. W. Scharz,	do.
Treasurer,	J. S. Vansandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Susquehanna and Clearfield Railroad Company.	Keating,	Karthaus,	Pennsylvania Railroad Company.	22.78	22.78
Branch,				2.11	2.11
Total mileage,				24.89	24.89

Operated by the Pennsylvania Railroad Company under resolution of board of directors, adopted July 23, 1884. Rental, net earnings. This arrangement is terminable at the option of either party on thirty days' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$570,912 55	Capital stock,	$286,000 00
Cash and current assets,	4,026 70	Funded debt,	285,000 00
Profit and loss,	98,046 26	Current liabilities,	101,985 51
Total,	$672,985 51	Total,	$672,985 51

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	11	11
Telegraph:		
Miles of line owned by this company.	22.50	22.50
Miles of wire owned by this company,	22.50	22.50
Miles of line operated by Pennsylvania Railroad Company,	22.50	22.50
Miles of wire operated by Pennsylvania Railroad Company,	22.50	22.50

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum sufficient to purchase bonds to the extent of one per cent. of the amount issued, whenever they can be obtained for par or less, shall be annually appropriated therefor, provided the net earnings are sufficient.

SUGAR RUN RAILROAD COMPANY.

Date of organization: November 10, 1891.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
L. H. Lapham,	New York, N. Y.,	January 9, 1895.
C. V. Merrick,	Bradford, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
James Horton,	Goshen, N. Y.,	do.
A. A. Healy,	New York, N. Y.,	do.
T. H. Roekwell,	Warren, Pa.,	do.
C. W. R. Radeker,	Sheffield, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 9, 1894.
Postoffiee address of general office: Sheffield, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Secretary,	James H. Horton,	Sheffield, Pa.
Treasurer,	James R. Plum,	28 Ferry st., New York.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Sugar Run Railroad Company.	Allegany Junction, warrant 3422.	Allens Camp, warrant 3409.	8.00	8.00

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

TAMAUQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
By what authority incorporated: Pennsylvania act for formation and regulation of railroad corporations, April 4, 1868, and supplements.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Theo. Voorhees,	Philadelphia,	First Monday in May, 1895.
D. Jones,	do.	do. do.
W. R. Taylor,	do.	do. do.
C. H. Quarles,	do.	do. do.
W. B. Scott,	do.	do do.
Roswell Weston,	do.	do. do.
J. M. Landis,	do.	do. do.
W. G. Brown,	do.	do. do.

Date of last meeting of stockholders for election of directors: May 7, 1894.
Postoffice address of general office: Reading Terminal, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jos. S. Harris,	Philadelphia.
Secretary,	W. R. Taylor,	do.
Treasurer,	W. A. Church,	do.
Comptroller,	D. Jones,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tamaqua, Hazleton and Northern Railroad.	Lofty, Pa.,	Roan, Pa.,	9.90	9.90

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$361,999 97	Capital stock,	$300,000 00
Cash and current assets,	40 45	Current liabilities,	66,751 25
Profit and loss,	4,710 83		
Total,	$366,751 25	Total,	$366,751 25

IMPORTANT CHANGES DURING THE YEAR.

Tamaqua, Hazleton and Northern Railroad ceased operating railroad December 31, 1893.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Telegraph:		
Miles of line operated by Philadelphia, Reading and Pottsville Telegraph Company,	9.9	9.9
Miles of wire operated by Philadelphia, Reading and Pottsville Telegraph Company,	19.8	19.8

Gauge of track, ... 4 ft. 8 1-2 in.

TIADAGHTON AND FAHNASTALK RAILWAY COMPANY, TIADAGHTON, PA.

Date of organization: March 11, 1892.

By what authority incorporated: Under the general railway laws of Pennsylvania, act of April 4, 1868, and supplements thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. M. Robinson,	Wellsboro, Pa.	First Monday of January, 1895.
Geo. A. Vail,	Box 2651, New York City,	do. do.
Geo. D. Aiken,	Tioga, Pa.,	do. do.
Abram Farr,	Niles Valley, Pa.,	do. do.
D. M. Launsbury,	Stokesdale, Pa.,	do. do.
C. B. Farr,	Tioga, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Wellsboro, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. G. Schleffelin.	Wellsboro, Pa.
Secretary,	J. Harrison,	Wellsboro, Pa.
Treasurer, General Manager,	C. B. Farr,	Tioga, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tiadaghton and Fahnastalk Railway Company.	Tiadaghton.	Fahnastalk Creek,	5	5
Branch,		do.	1.62	1.62

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$64,047 95	Capital stock,	$59,450 00
Cost of equipment,	7,010 72	Profit and loss,	13,363 74
Cash and current assets,	1,755 07		
Total,	$72,813 74	Total,	$72,813 74

IMPORTANT CHANGES DURING THE YEAR.

New stock, $13,450. Mortgage paid off.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number wooden,	1	1
Gauge of track,	4 ft. 8 1-2 in.	

TIOGA RAILROAD COMPANY, FOR ITSELF, AND AS LESSEES OF THE ELMIRA STATE LINE RAILROAD.

Date of organization: 1851.

By what authority incorporated: Originally organized as the Tioga Navigation Company, April 12, 1828, by special charter from Pennsylvania of February 28, 1826.

Reorganized in 1851 under special act of 1850, giving power to create new stock, rebuild its line and alter the name to the Tioga Railroad Company.

DIRECTORS.

NAME.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John King,	P. O. Box 839, New York city,	First Monday in November, 1894
J. G. McCullough,	P. O. Box 839, New York city,	do.
E. B. Thomas,	P. O. Box 839, New York city,	do.
Y. H. Vaillant,	P. O. Box 839, New York city,	do.
William Wheelock,	320 Broadway, New York city,	do.
Ogden Mills,	15 Broad street, New York city,	do.
H. H. Cook,	115 Broadway, New York city,	do.
William Libbey,	31 Nassau street, New York city,	do.
Andrew Donaldson,	P. O. Box 839, New York city,	do.
G. W. Quintard,	80 Broadway, New York city,	do.
H. W. Rathvon,	Elmira, N. Y.,	do.
J. F. McGuire,	Elmira, N. Y.,	do.

Date of last meeting of stockholders for election of directors: First Monday in November, 1893.

Postoffice address of general office: 21 Courtland street, N. Y.

OFFICERS.

TITLE.	NAME.	ADDESS.
President,	John King,	P. O. Box 839, N. Y. city.
Vice President,	E. B. Thomas,	do. do.
Secretary,	A. R. Macdonough,	do. do.
Treasurer,	Edward White,	do. do.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Tioga railroad,	New York State Line and Lawrenceville.	Junction Arnot and Pine Creek railroad.	42.83	42.83
Morris Run Branch,	Blossburg,	Morris Run,	3.56	3.56
Elmira State Line railroad,	State Line Junc., N. Y.	Penna. State Line,	6.50	.....
Arnot and Pine Creek railroad,	Arnot Junction,	Hoytville,	11.83	11.83
Total mileage operated,	.....	.....	64.72	58.22

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,471,733 93	Capital stock,	$580,900 00
Stocks of other companies owned,	1,000 00	Funded debt,	789,500 00
Real estate and buildings, $39,391 90		Current liabilities,	342 00
Arnot and Pine Creek railroad additions, 3,350 74	42,742 64	Accrued interest on funded debt not yet payable,	10,891 66
	2,292,257 60	Accrued rentals of leased lines,	3,698 50
Cash and current assets,		Elmira State Line Railr'd Co. stock,	29,200 00
		Profit and loss,	2,393,202 01
Total,	$3,807,734 17	Total,	$3,807,734 17

CONTRACTS, AGREEMENTS, ETC.

No independent contracts, as this company works under the contracts of these classes of the New York, Lake Erie and Western Railroad Company.

Contract of February 1, 1883, with the Fall Brook Coal Company, the Corning, Cowanesque and Antrim Railroad Company, and the Morris Run Coal Mining Company. Term, 20 years. Agreement for an interchange of traffic facilities at a fixed rate of one-half of one cent per ton per mile, or one dollar per car.

Contract October 2, 1875, with Northern Central Railroad Company. Term 99 years. Tioga connection between Lawrenceville and Elmira to be built. Give Tioga company trackage rights from this connection over roads controlled by the Northern Central Railroad Company at one cent per mile per passenger and three-quarters of one cent per ton per mile for coal and lumber.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	8	8
Number wooden,	13	11
Trestles:		
Number,	24	13
Aggregate length (feet),	1,905.4	862
Telegraph:		
Miles of line owned by this company,	61.11	54.61
Miles of wire owned by this company,	67.79	58.07
Miles of line operated by this company,	61.11	54.61
Miles of wire operated by this company,	67.79	58.07
Miles of wire operated by Fall Brook Railroad Company,		18.28

Gauge of track, ... 4 ft. 8 1-2 in.

QUESTIONS FOR GENERAL INFORMATION.

What station houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Track switches, passenger and freight stations at Elmira and Southport, pay to the New York, Lake Erie and Western Railroad Company.

TIONESTA VALLEY RAILROAD COMPANY.

Date of organization: September 9, A. D. 1879.
By what authority incorporated: Commonwealth of Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Isaac Horton,	Sheffield, Pa.,	January 14, 1895.
J. H. Horton,	Sheffield, Pa.,	do.
J. Crary,	Sheffield, Pa.,	do.
C. W. R. Radeker,	Sheffield, Pa.,	do.
C. H. Smith,	Sheffield, Pa.,	do.
Jno. McNair,	Sheffield, Pa.,	do.
Webb Horton,	Middletown, N. Y.,	do.
H. H. Crary,	Binghampton, N. Y.,	do.
James Horton,	Buffalo, N. Y.,	do.

Date of last meeting of stockholders for election of directors: January 8; 1894.
Postoffice address of general office: Sheffield, Warren county, Pa.
Postoffice address of operating company: Sheffield, Warren county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Isaac Horton,	Sheffield, Pa.
Vice President,	James Horton,	Buffalo, N. Y.
Secretary,	J. H. Horton,	Sheffield, Pa.
Treasurer,	Chas. Seigel,	Sheffield, Pa.
Auditor,	A. H. Bailey,	Sheffield, Pa.
General Manager,	James Horton,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Tionesta Valley Railroad Company,	Sheffield,	Sheffield Junction,	13	13
James Branch,	Brookston,	Murphy,	5	5
Coon Run Branch,	Point,	Coon Run,	2½	2½
Parrish Branch,	Parrish,	Howland,	1½	1½
Cherry Grove Railroad,	Sheffield,	Cherry Grove,	11	11
Sheffield and Spring Creek Railway,	Sheffield Junction,	Parrish,	9½	9½

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$178,466 97	Capital stock,	$100,000 00
Cost of equipment,	83,241 90	Current liabilities,	13,113 56
		Profit and loss,	148,595 31
Total,	$261,708 87	Total,	$261,708 87

CONTRACTS, AGREEMENTS, ETC.

Express company fifteen cents per hundred pounds on packages over twenty pounds. Five cents per package on packages under twenty pounds.

2. 42.75 cents per mile for Tionesta Valley Railroad, 12.78 miles; S. and S. C., 9.20 miles, 21.98 cents.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number,	43	43
Aggregate length (feet),	3,431	3,431
Telephone:		
Miles of line owned by this Company,	18	18

Gauge of track, ... 3 feet

TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.

By what authority incorporated: Under the provisions of an act of the General Assembly of the Commonwealth of Pennsylvania, approved April 4, 1868, and the acts supplementary thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	May 7, 1895.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welch,	Philadelphia,	do.
W. L. Elkins,	Philadelphia,	do.
Geo. B. Roberts,	Philadelphia,	do.
Amos R. Little,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: May 8, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Pennsylvania Railroad Company, Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary, Treasurer,	F. W Schwarz,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tipton Railroad,	Tipton,	Coal Mines,	Pennsylvania Railroad Company.	4.44	4.44

Agreement dated May 1, 1886.

The Pennsylvania Railroad Company to take possession of the railroad of this company and its appurtenances and to furnish the necessary motive power and rolling stock therefor, and to operate and maintain said railroad and appurtenances on behalf of and as agent of this company upon the following terms and conditions:

To keep full and accurate accounts of the receipts and expenditures included in such operation, and to furnish an account of the same at the end of each month to this company.

To deduct from the gross receipts all proper operating expenses and customary charges for the use of the rolling stock used upon the railroad of this company.

To pay over any moneys remaining after deducting the expenses and charges in section No. 2 herein recited, to the treasurer of this company.

This arrangement to be terminable at the option of either party thereto upon thirty days' notice, given in writing to the other party of its desire to terminate the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$43,250 00	Capital stock,	$43,250 00
Cash and current assets,	10,790 71	Profit and loss,	10,790 71
Total,	$54,040 71	Totals,	$54,040 71

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges: Number of wooden,	7	7

Gauge of track, ... 4 ft. 9 in.

TRENTON CUT-OFF RAILROAD COMPANY.

Date of organization: Articles of association filed December 3, 1893.
By what authority incorporated: General laws of April 4, 1868.
Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Enoch Lewis,	Philadelphia,	January 14, 1895.
Wm. A. Patton,	Philadelphia,	do.
Samuel Rea,	Philadelphia,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 15, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The Trenton Cut-Off Railroad.	Morrisville,	Bucks county line.	Pennsylvania Railroad Company.	15.70	15.70

Lease to the Pennsylvania Railroad Company, dated January 1, 1892, for one year. Rental, one dollar.

Lease to be be continued from year to year until terminated by either party on six months' notice.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,301,158 03	Capital stock,	$100,000 00
Profit and loss,	127 25	Funded debt,	1,200,000 00
		Current liabilities,	1,285 28
Total,	$1,301,285 28	Total,	$1,301,285 28

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number stone,	10	10
Number iron,	7	7
Telegraph :		
Miles of line owned by this company,	16	16
Miles of wire owned by this company,	32	32
Miles of line operated by Pennsylvania Railroad Company,	16	16
Miles of wire operated by Pennsylvania Railroad Company,	32	32

TRESCKOW RAILROAD COMPANY.

Date of organization: May 26, 1870.

By what authority incorporated: State of Pennsylvania, under act of April 4, 1868.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
E. W. Clark,	Philadelphia,	Second Monday in January,	1895.
Edward Lewis,	do.	do.	do.
E. Hill,	do.	do.	do.
C. F. Howell,	do.	do.	do.
Thos. McKean,	do.	do.	do.
F. R. Cope,	do.	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: 226 South Third street, Philadelphia.

Postoffice address of operating company: 143 Liberty street, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisening,	Philadelphia.
Secretary, Treasurer,	S. Shepherd,	do.
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tresckow Railroad,	Silverbrook,	Audenried,	Central Railroad of New Jersey.	7.56	7.56

The Tresckow Railroad is leased to the Central Railroad Company of New Jersey March 31, 1871, and is operated by that company in connection with the Lehigh and Susquehanna Railroad.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$272,588 28	Capital stock,	$130,000
		Current liabilities,	142,588
Total,	$272,588 28	Total,	$272,588

TYRONE AND CLEARFIELD RAILWAY COMPANY.

Date of organization: April 1, 1867.

By what authority incorporated: Act of April 8, 1861; act of February 19, 1867.

If a consolidated company, name the constituent companies: The Moshannon and Clearfield Railroad Company was consolidated with the Tyrone and Clearfield Railway Company, May 23, 1884.

The Moshannon and Clearfield Railroad Company was organized June 8, 1880, under act of April 4, 1868.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POST-OFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Wm. H. Barnes,	Philadelphia,	May 21, 1895.
B. B. Comegys,	Philadelphia,	do.
Jno. P. Green,	Philadelphia,	do.
G. B. Roberts,	Philadelphia,	do.
Henry D. Welch,	Philadelphia,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 15, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel Rea,	Philadelphia.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	Jno. C. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Tyrone and Clearfield railway.	Vail, Pa.,	Grampian...	Pennsylvania railroad Company.	49.63	49.63
Branches,				83.24	83.24
Total mileage,				132.87	132.87

Leased to the Pennsylvania Railroad Company for fifty years from January 1, 1882. Rental is equivalent to five per cent. dividend on capital stock, five per cent. interest on bonds (per annum), taxes on capital stock and bonds, and $10,000 per annum for the sinking fund.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,122,645 01	Capital stock,	$1,000,000 00
Cash and current assets,	35 000 00	Funded debt,	1 000,000 00
		Current liabilities.	34,386 67
		Sinking fund,	10,000 00
		Profit and loss,	113,258 34
Total,	$2,157,645 01	Total,	$2,157,645 01

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	19	19
Number wooden,	40	40
Trestles:		
Number,	10	10
Aggregate length (feet),	1,020	1,020
Telegraph:		
Miles of line owned by this company,	66.93	66.93
Miles of wire owned by this company,	66.93	66.93
Miles of line operated by Pennsylvania railroad company,	66.93	66.93
Miles of wire operated by Pennsylvania railroad company,	66.93	66.93

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provisions, if any, has been made by this road for the payment of its funded debt: Appropriation to sinking fund, $10,000 per annum.

URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.

By what authority incorporated: General laws.

If a consolidated company, name the constituent companies: Ursina and North Fork railroad, filed charter, October 25, 1871, Ursina and North Fork Railroad Company, purchased franchise of the Ursina and North Fork Railroad Company and organized February, 1882, filing their charter March, 1882.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	NAMES.	POSTOFFICE ADDRESS.
J. M. Reid,	Connellsville, Pa.	James C. Lindsay,	Pittsburgh.
B. F. Boyts,	Connellsville, Pa.	Edward Scull,	Somerset, Pa.
Joseph Albree,	Allegheny City, Pa.	E. H. Reid,	Scottdale, Pa.

Date of last meeting of stockholders for election of directors: May 17, 1894.

Postoffice address of general office: Scottdale, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. M. Reid,	Connellsville, Pa.
Secretary,	Joseph Albrec,	Allegheny City, Pa.
Treasurer,	E. H. Reid,	Scottdale, Pa.
General Solicitor. Attorney or Counsel,	George H. Guthrie,	Pittsburgh.
	George R. Scull,	Somerset, Pa.
General Manager,	E. H. Reid,	Scottdale, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Ursina and North Fork Railway Company.	Ursina, junction with Baltimore and Ohio Railroad.	Edna Mines.	4	4

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$27,000 00	Capital stock,	$20,000 00
Cost of equipment,	3,000 00	Advanced by stockholders,	10,000 00
Total,	$30,000 00	Total,	$30,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number wooden,	4	4

Gage of track, 4 ft. 8 3-4 in.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875
By what authority incorporated: Pennsylvania act of 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
John P. Green,	Philadelphia,	February 5, 1895.
James McCrea,	Pittsburgh,	do.
J. T. Brooks,	Pittsburgh,	do.
J. J. Brooks,	Pittsburgh,	do.
J. W. Renner,	Pittsburgh,	do.
L. L. Gilbert,	Pittsburgh,	do.
W. T. Lantz,	Pittsburgh,	do.
J. F. Temple,	Waynesburg, Pa.,	do.
Abner Tharp,	Waynesburg, Pa.,	do.
Jacob Swart,	Hopkins Mills, Pa.,	do.
Jonathan Allison,	Washington, Pa.,	do.
Julius Le Moyne,	Washington, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 6, 1894.
Postoffice addres of general office: Penn avenue and Tenth street, Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Jno. E. Davidson,	Pittsburgh.
Vice President,	J. J. Brooks,	do.
Secretary,	S. B. Liggett,	do.
Treasurer,	T. H. B. McKnight,	do.
Auditor,	Jno. W. Renner,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Waynesburg and Washington Railroad.	Waynesburg, Pa.	Washington, Pa.,	28.15	28.15

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$201,722 59	Capital stock,	$101,854 97
Cost of equipment,	57,484 96	Funded debt,	98,900 00
Cash and current assets,	8,122 15	Current liabilities,	17,805 69
Other assets:		Profit and loss,	48,940 96
Sundries,	171 92		
Total,	$267,501 62	Total,	$267,501 62

CONTRACTS, AGREEMENTS, ETC.

Express: The Adams Express Company, pays this company twenty-five cents per 100 pounds for all express matter transported.

Mails: The compensation for transportation of mails, is a fixed annual rate per mile of road, determined by the extent of the service performed, based upon the actual weight of mails carried for thirty consecutive days during each quadrennial period.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	1	1
Number wooden,	16	16
Trestles:		
Number,	14	14
Aggregate length (feet),	2,180	2,180

Gauge of track, ... 3

WEST CHESTER RAILROAD COMPANY.

Date of organization: Chartered February 18, 1831.

By what authority incorporated: By special act, approved February 18, 1831, and supplements thereto, approved April 8, 1833, April 16, 1838, September 6, 1843, April 27, 1844, March 8, 1855, April 19, 1856, April 21, 1858, March 17, 1864.

Operated by the Pennsylvania Railroad Compnay.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
John P. Green,	Philadelphia,	Third Monday in January	9
Wm. H. Barnes,	Philadelphia,	do.	do.
Samuel Rea,	Philadelphia,	do.	do.
N. P. Shortridge,	Wynnewood, Pa.	do.	do.
Henry D. Welsh,	Philadelphia,	do.	do.
Wm. A. Patton,	Philadelphia,	do.	do.
Enoch Lewis,	Philadelphia,	do.	do.

Date of last meeting of stockholders for election of directors: January 15, 1894.

Postoffice address of general office: Broad Street Station, Philadelphia.

Postoffice address of operating company: Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Secretary,	F. W. Schwarz,	do.
Treasurer,	J. L. Vanzandt,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
The West Chester Railroad Company.	Zermatt, Pa.,	West Chester, Pa.	The Pennsylvania Railroad Company.	5.22	5.22

Leased to the Pennsylvania Railroad Company for ninety-nine years, from August 6, 1879. Rental equal to five per cent. dividend on capital stock, five per cent. interest on bonded debt per annum and taxes.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$256,668 00	Capital stock,	$165,000 00
Cash and current assets,	150 00	Funded debt,	75,000 00
		Current liabilities,	16,818 00
Total,	$256,818 00	Total,	$256,818 00

IMPORTANT CHANGES DURING THE YEAR.

Real estate mortgage No. 16668, for year ending June 30, 1893, has been paid off.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	2	2
Telegraph:		
Miles of line operated by Pennsylvania Railroad Company,	5.22	5.22
Miles of wire operated by Pennsylvania Railroad Company,	10.44	10.44

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: The mortgage provides that a sum equal to one-half of one per cent. upon the amount of bonds issued shall be appropriated to the purchase of bonds semi-annually, February 1, and August 1, when earnings are sufficient, and when bonds can be purchased at par or less.

WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: Charter as Baltimore, Carroll and Frederick railroad, May 27, 1852, and under existing name, March 21, 1853.

By what authority incorporated: States of Maryland and Pennsylvania.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert Biggs,	Baltimore, Md.,	October, 1894.
C. Devries,	Baltimore, Md.,	do.
E. G. Hipsley,	Baltimore, Md.,	do.
L. L. Jackson,	Baltimore, Md.,	do.
Jno. C. Legg,	Baltimore, Md.,	do.
J. M. Littig,	Baltimore, Md.,	do.
W. S. Rayner,	Baltimore, Md.,	do.
Levi Weinberger,	Baltimore, Md.,	do.
H. Crawford Black,	Baltimore, Md.,	do.
S. D. Schmucker,	Baltimore, Md.,	do.
Wm. Kealhofer,	Hagerstown, Md.,	do.
B. A. Betts,	Chewsville, Md.,	do.
Edwd. Worthington,	Glyndon, Md.,	do.

Date of last meeting of stockholders for election of directors: October 18, 1893.

Postoffice address of general office: Baltimore, Md.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President and General Manager,	J. M. Hood.	Baltimore, Md.
Secretary,	Geo. H. Bear,	do.
Treasurer,		
Chief Engineer.	J. M. Hood.	do.
General Solicitor, Att'y, or Counsel.	Chas. Marshall,	do.
Gen'l Ticket Ag't and Ticket Auditor,	J. D. Whittington.	do.
General Auditor,	Henry G. Wood,	do.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Western Maryland Railroad,	Baltimore, Md.,	Williamsport, Md.,	90	.50
Baltimore and Cumberland Valley Railway.	Edgemont, Md.,	Midvale. Pa.,	3.03	
Baltimore and Cumberland Valley Railroad.	Midvale, Pa.,	Waynesboro, Pa.,	4.55	4 55
Potomac Valley Railroad,	Potomac Valley Junc.,	Cherry Run, W. Va.,	14	
Baltimore and Cumberland Valley Railroad Extension.	Waynesboro, Pa.,	Shippensburg, Pa.,	26.52	26.52

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$4,303,160 85	Capital stock,	$1,008,950 00
Cost of equipment,	1,019,599 21	Funded debt	4,783,272 00
Stock of other companies owned,	1,023,300 00	Current liabilities,	276,290 57
New lines,	51,941 97	Stock of other companies owned,	1,023,300 00
Hillen station property,	200,000 00	Hillen station property,	200,000 00
Western Maryland Terminal property.	137,290 46	Western Maryland Terminal property.	137,290 46
Other Assets :			
Sinking fund.	239,689 58		
Profit and loss,	454,120 96		
Total,	$7,429,103 03	Total,	$7,429,103 03

NOTE—Interest paid by Baltimore city under guarantees, not included in this exhibit, as it is expected to be waived.

CONTRACTS, AGREEMENTS, ETC.

Adams Express Company, 40 per cent. gross receipts.

United States Government, $150.48 per mile, Baltimore to Williamsport, Md.

Arrangement to a greater or less extent for making through rates upon agreed percentage basis of divisions with Pennsylvania railroad, Norfolk and Western railroad and Southern connections, Baltimore and Ohio railroad, Philadelphia and Reading railroad and Cumberland Valley railroad.

Baltimore and Potomac railroad and Northern Central railway for trackage in Baltimore city.

Freight, thirty-five cents per ton; trip passenger, ten cents each way; commutation excursion, six cents each way; monthly tickets, four cent trips.

Western Union Telegraph Company.

Union News Company, $1,000 per annum.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges :		
Number iron,	35	
Number wooden,	81	
Trestles :		
Number,	18	
Aggregate length, (feet),	1,383	
Gauge of track,	4 ft. 8 1-2 in.	

WESTERN NEW YORK AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: November 28, 1887.

By what authority incorporated: Under the laws of the states of New York and Pennsylvania.

If a consolidated company, name the constituent companies: Consolidated Company. Date of consolidation, November 28, 1887. Formed from constituent companies by the consolidation of the Western New York and Pennsylvania Railway Company of Pennsylvania, and the Western New York and Pennsylvania Railway Company of New York. Agreement of consolidation having been filed in the office of the Secretary of the State of New York at Albany, on the 23d day of November, and in the office of the Secretary of the Commonwealth of Pennsylvania at Harrisburg, on the 28th day of November, A. D. 1887.

Western New York and Pennsylvania Railway Company of Pennsylvania, was organized October 20, 1887, under the provisions of the Act of Assembly of April 8, 1861, and the several supplements and amendments thereto, with a capital of $15,000,000, and certificate of organization filed at Harrisburg, November 3, 1887, authorized by stockholders of Western New York and Pennsylvania Railway Company of Pennsylvania, at a meeting held November 10, 1887.

Western New York and Pennsylvania Railway Company of New York, was organized September 30, 1887, under and in pursuance of an Act of Legislature of the State of New York, known as chapter 430, of the laws of 1874, entitled "An act to facilitate the reorganization of railroads sold under mortgage, and providing for the formation of new companies in such cases, passed May 11, 1874, and the acts amendatory thereof, and supplementary thereto, with a capital of $15,000,000, certificate of organization filed at Albany, October 12, 1887, authorized by stockholders of Western New York and Pennsylvania Railway Company of New York, at a meeting held November 22, 1887.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Samuel G. DeCoursey,	104 South Fifth street, Philadelphia,	January 14, 1895.
Nicholas Thouron,	433 Chestnut street, Philadelphia,	do.
Edward L. Oweu,	71 Wall street, New York,	do.
Pascal P. Pratt,	M. & T. Bank, Buffalo,	do.
George E. Bartol,	139 South Front street, Philadelphia,	do.
E. W. Clark, Jr.,	Bullit Building, Philadelphia,	do.
Chas. M. Lea,	706 Sansom street, Philadelphia,	do.
William C. Bullit,	333 Walnut street, Philadelphia,	do.
J. Rundle Smith,	109 South Third street, Philadelphia,	do.
John K. Barclay,	407 Locust street, Philadelphia,	do.
Isaac N. Seligman,	Mills Building, New York,	do.
Rudolph Ellnsch,	54 Wall street, New York,	do.
Frank G. Rogers,	Drexel Buildlug, Philadelphia,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: 84 Exchange street, Buffalo, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Samuel G. DeCoursey,	Philadelphia.
Vice President, Chairman of Executive Committee,	Nicholas Thouron,	Philadelphia.
Secretary,	Joseph R. Trimble,	Philadelphia.
Treasurer,	Franklin S. Buell,	Buffalo, N. Y.
Chief Engineer,	Robert D. McCreary,	Buffalo, N. Y.
General Solicitor, Att'y or Counsel,	Frank Rumsey,	Buffalo, N. Y.
General Counsel,	Francis Rawle,	Buffalo, N. Y.
Auditor,	John F. Reynolds,	Buffalo, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Main Line Owned.				
Western New York and Pennsylvania Railroad.	Buffalo,	Emporium,	118.24	41.90
	Buffalo,	Oil City,	136.43	50.60
	Stoneboro',	New Castle,	36	36
	Olean.	Oil City,	109.90	71.80
Branch Lines Owned.				
Western New York and Pennsylvania railroad.	Tryonville,	Lakeville,	8.50	8.50
	Titusville,	Pioneer.	8.90	8.90
Lines of Proprietary Companies all of whose Capital Stock is Owned by this Company.				
Union Terminal railroad,	Buffalo,	D., L. & W. Crossing,	2.31	
Olean, Bradford and Warren Railroad of New York,	Olean,	State Line,	12.53	
Olean, Bradford and Warren Railway of Pennsylvania,	State Line,	Bradford,	10.11	10.1
Bradford Railway of Pennsylvania,	Bradford,	Kinzua Junction,	14.75	14.75
Kinzua Railway of Pennsylvania,	Kinzua Junction,	Kinzua,	14.04	14.04
McKean and Buffalo railroad,	Larabee.	Clermont,	22.15	22.15
Genesee Valley Canal railroad,	Hinsdale,	Rochester,	98.61	
Genesee Valley Terminal railroad,	Terminal,	Lincoln Park,	2.46	
Rochester, New York and Pennsylvania railroad,	Munda Junction,	Swains,	12.00	
Traffic Leases or Contracts.				
Pennsylvania railroad, Philadelphia and Erie division,	Warren,	Irvineton,	6.30	6.30
Lake Shore and Michigan Southern railway,	Oil City,	Stoneboro',	30.00	30.00
Total mileage operated,			643.23	315.05

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, $59,107,059 49		Capital stock,	$30,000,000 00
Cost of equipment, 4,023,823 08		Funded debt,	32,768,023 06
	$63,130,882 57	Current liabilities,	603,929 88
Bonds of other companies owned,	495,942 70	Accrued interest on funded debt not yet payable,	22,545 83
Stocks of other companies owned,	10,441,297 62	Second mortgage income scrip, including the amount to be issued for interest, accrued to November 30, 1892,	2,982,918 89
Union Terminal Railroad Company,	200,619 07	Second mortgage bond, interest payable in cash, due April 1, 1894, and unpaid,	779,522 29
Cash and current assets,	693,017 47	Second mortgage bond, interest payable in cash, not yet payable,	146,160 43
		K. V. R. R. Fort Warrants,	59,000 00
		Old coupon accounts,	127 50
		Profit and loss,	7,599,531 55
Total,	$74,961,759 43	Total,	$74,961,759 43

IMPORTANT CHANGES DURING THE YEAR.

The operation of seven and one half miles, standard gauge line, between Lakeville and Union City, Pa., and eighteen and twenty-eight one-hundredth miles of narrow gauge line between Eldred and Tarport was discontinued during the year.

Of the $10,163.00 of non-convertible income scrip reported last year as on hand and to be issued, $340.00 was issued during the year, leaving a balance of $9,823.00

Eight first-class iron and iron and steel bridges have been erected; 2,197 tons of steel rail, covering 20.83 miles, were laid; 64.4 miles of track were ballasted; 30.43 cubic yards of "rip-rap" were used in protecting road bed and bridge masonry; 2 substantial stone arch culverts

of 8 and ten feet span, 107 and 120 feet respectively, containing 1,269 cubic yards of solid masonry, were erected, replacing 2 long and high trestles, and 84,241 cubic yards of earth were moved in widening embankments and excavations and filling trestles; 206,740 cross ties (mostly white oak), were put in main track and sidings.

Two new equipment contracts were issued during the year for five locomotives and two passenger coaches, aggregating with interest on deferred payments, $60,978.57, on which payments amounting to $20,449 48 have been made, leaving $40,529.09 outstanding.

Principal and deferred interest amounting to $218,585.53, accrued on equipment contracts issued previous to this year, has been paid, leaving $579, 752.22, principal and interest on such contracts outstanding.

No debenture bonds were issued during the year, the balance outstanding is $1,879,000.00

CONTRACTS, AGREEMENTS, ETC.

American Express Company, December 15,1892.

Postmaster Generals Adjustments to Pay as Follows:

Route 107,058, Buffalo to Emporium, August 9, 1893.
Route 107,061, Buffalo to Corry, August 29, 1893.
Route 107,123, Rochester to Hinsdale, August 29, 1893.
Route 110,025, Irvine to Corry, August 9, 1893.
Route 110,068, Lincolnville to Tyronville, August 19 ,1893.
Route 110,091, Larabee to Clermont, August 9, 1893.
Route 110,096, New Castle to Stoneboro, August 9, 1893.
Route 110,121, Bradford to Olean, August 11, 1893.
Route 110,122, Eldred to Bradford, August 11, 1893.
Route 110,164, Warren to Salamanca, August 2, 1893.
Route 110,188, Bradford to Kinzua, August 3, 1893.
Pullman's Palace Car Company, May 2, 1892.
Empire Transportation Company, April 1, 1873.
Empire Transportation Company, Green Line business, November 4, 1875.
Buffalo Creek Railroad Company, January 1, 1888.
Pennsylvania Railroad, Clermont Line, July 8, 18889.
L. S. & M. S. Ry. Co. tracks between Oil City and Stoneboro, joint use, May 31, 1892.
Pennsylvania Railroad traffic between Warren and Irvineton, April 13, 1887.
Western Union, September 1, 1880, and May 20, 1882.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron and steel bridges,	50	16
Number wooden,	22	16
Number combination, iron and steel girders,	55	5
Number combination, wooden girders,	418	167
Trestles:		
Number,	231	131
Aggregate length,	36,706	15,685

Gauge of track, 4 ft. 8 1-2 in. and 3 ft.

QUESTIONS FOR GENERAL INFORMATION.

What station-houses, stock yards or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: All the terminal facilities in the city of Buffalo are owned by the Union Terminal Railroad Company, and are used by this company. No rental has been paid except that the property has been maintained and all taxes paid.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Central Traffic Association, Freight Traffic Association of the United States.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Empire Line, Green Line.

WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: Incorporated March 22, 1860.

By what authority incorporated: Act March 22, 1860 (special), act April 27, 1864, supplements to act April 27, 1864, act March 22,1865, supplements to act of incorporation, April 27, 1866; act April 10, 1867, act February 25, 1870, act March 25, 1871.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Enoch Lewis,	Philadelphia,	February 20, 1895.
G. B. Roberts,	Philadelphia,	do.
Sam'l. Rea,	Bryn Mawr, Pa.,	do.
N. P. Shortridge,	Wynnewood, Pa.,	do.
Henry D. Welsh,	Philadelphia,	do.
George Wood,	Philadelphia,	do.

Date of last meeting of stockholders for election of directors: February 21, 1894.

Postoffice address of general office: General Office Broad Street Station, Philadelphia.

Postoffice address of operating company: General Office Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	John P. Green,	Philadelphia.
Vice President,	Sam'l. Rea,	do.
Secretary,	Albert Hewson,	do.
Treasurer,	Taber Ashton,	do.
Real Estate Agent,	John O. Wilson,	do.
Conveyancer,	Geo. W. I. Ball,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Western Pennsylvania Railroad Company.	Bolivar Branch,	Butler Branch,	Pennsylvania Railroad Company.	70.63 49.75	70.63 49.75
Total mileage,				120.38	120.38

Leased to the Pennsylvania Railroad Company, dated June 1, 1888, for forty years from that date. Rental net earnings.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,596,462 42	Capital stock,	$1,775,000 00
Bonds and mortgages receivable,	1,500 00	Funded debt,	4,435,000 00
Cash and current assets,	1,144,540 66	Current liabilities,	19,757 09
		Mortgages and ground rents payable,	77,302 50
		Profit and loss.	1,435,443 49
Total,	$7,742,503 08	Total,	$7,742,503 08

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	10	10
Number iron,	29	29
Number wooden,	8	8
Trestles:		
Number,	6	6
Aggregate length (feet),	226	226
Tunnels:		
Number,	3	3
Maximum length (feet),	1,425	1,425
Minimum length (feet),	600	600
Aggregate length of all tunnels (feet),	3,390	3,390
Telegraph:		
Miles of line owned by this company,	98.83	98.83
Miles of wire owned by this company,	252.50	252.50
Miles of line operated by the Pennsylvania Railroad Company,	98.83	98.83
Miles of wire operated by the Pennsylvania Railroad Company,	252.56	252.56

Gauge of track: 4 ft. 8 1-2 in. and 4 ft. 9 in.

WHEELING, PITSBURGH AND BALTIMORE RAILROAD COMPANY.

Date of organization: August 5, 1887.

If a consolidated company, name the constitutent companies: Baltimore and Ohio Short Line Railroad Company, organized February 12, 1875.

Act April 8, 1861, State of Pennsylvania. The Wheeling, Pittsburgh and Baltimore Railroad Company, organized January 15, 1872.

Acts of April 8, 1861. State of Pennsylvania. House bill No. 3, February 29, 1872. State of West Virginia.

Operated by the Baltimore and Ohio Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.	
J. B. Washington,	Pittsburgh,	Second Monday in January,	1895.
Alex M. Byers,	Pittsburgh,	do.	do.
Jno. D. Scully,	Pittsburgh,	do.	do.
Johns McCleave,	Pittsburgh,	do.	do.
W. W. Smith,	Washington, Pa.,	do.	do.
Wm. Workman,	Washington, Pa.,	do.	do.
Chas. F. Mayer,	Baltimore, Md.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice addres of general office: Pittsburgh, Pa.

Postoffice addres of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. B. Washington,	Pittsburgh.
Secretary,	A. W. Black,	Pittsburgh.
Treasurer,	W. H. Ijams,	Baltimore, Md.
Auditor,	W. T. Thelin,	Baltimord, Md.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS. From—	TERMINALS. To—	BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
The Wheeling, Pittsburgh and Baltimore Railroad Company.	Glenwood, Pa.	Zediker, Pa.	Baltimore and Ohio Railroad Company.	29.40	29.40
	Washington, Pa.	Wheeling, W. Va.	. . . . .	32.40	20.90
Ohio and Baltimore Short Line Railway Company (Western Division).	Zediker, Pa.	Washington, Pa.	Baltimore and Ohio Railroad Company.	4.00	4.00
Total mileage, ...	. . . . .	. . . . .	. . . . .	65.80	54.30

Operated by Baltimore and Ohio Railroad Company, by reason of ownership of a majority of its stock.

The Ohio and Baltimore Short Line Railway Company, from Zediker to Washington, Pa., leased to the Wheeling, Pittsburgh and Baltimore Railroad Company, by instrument dated August 5, 1887, for 999 years at an annual rental of one dollar.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$7,153,288 41	Capital stock, ...	$5,500,000
Profit and loss, ...	4,135,599 15	Funded debt, ...	5,500,000
		Current liabilities, ...	288,887
Total, ...	$11,288,887 56	Total, ...	$11,288,887 56

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	1	1
Number iron, ...	27	16
Number wooden, ...	30	26
Tunnels:		
Number, ...	7	6
Maximum length (feet), ...	1,733	
Minimum length (feet), ...	396	
Aggregate length of all tunnels (feet), ...	5,929	5,533
Telegraph:		
Miles of line operated by Western Union Telegraph Company, ...	65.80	
Miles of wire operated by Western Union Telegraph Company, ...	196.40	

Gauge of track, ... 4 ft. 8 3-4 in.

WILCOX RAILROAD COMPANY.

Date of organization: Chartered June 16, 1885, and organized during that year.

By what authority incorporated: By an Act of Assembly of the Commonwealth of Pennsylvania, approved the 4th day of April, A. D. 1868, and the several supplements thereto.

Operated by the Pennsylvania Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM
N. P. Shortridge	Wynnewood, Pa.	Second Tuesday in Feabrury, 1895.
W. H. Wilson	Philadelphia	do.
Henry D. Welsh	Philadelphia	do.
William A. Patton	Philadelphia	do.
Amos R. Little	Philadelphia	do.
J. Bayard Henry	Philadelphia	do.
Samuel Rea	Philadelphia	do.

Date of last meeting of stockholders for election of directors: February 13, 1894.
Postoffice address of general office: Broad Street Station, Philadelphia.
Postoffice address of operating company; Broad Street Station, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	N. P. Shortridge	Wynnewood, Pa.
Secretary, Treasurer	J. S. Vanzant	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of Line.	Miles of line in Pennsylvania.
	FROM—	TO—			
The Wilcox Railroad Company.	Wilcox, Pa.	End of track.	The Pennsylvania Railroad Company.	2.65	2.65

The Wilcox railroad is operated by the Pennsylvania Railroad Company, under certain rules and regulations as set forth in resolution adopted by the Pennsylvania Railroad Company, the Philadelphia and Erie Railroad Company, and the Wilcox Railroad Company, respectively, copy of which has been filed with your department.

No separate accounts thereof being kept we are unable to report any details as to the operations of the road.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road	$21,625 60	Capital stock	$25,000 00
Cash and current assets	3,374 40		
Total	$25,000 00	Total	$25,000 00

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Trestles:		
Number	1	1
Aggregate length (feet)	623	623

Gauge of track ..... 4 ft. 9 in.

WILCOX AND ROCKY RUN RAILWAY COMPANY.

Date of organization: February 18, 1891.

By what authority incorporated: Incorporated under general railroad laws and Act of Assembly, approved April 4, A. D. 1868, and the act supplementary thereto.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
J. H. Ralph,	Bradford, Pa.,	February 20, 1895.
C. H. McCauley,	Ridgway, Pa.,	do.
Jno. G. Whitmore,	Ridgway, Pa.,	do.
F. E. Bible.	Ridgway, Pa.,	do.
W. W. Ames,	Ridgway, Pa.,	do.
A. A. Clearwater,	Wilcox, Pa.,	do.
Geo. C. Darling,	Wilcox, Pa.,	do.

Date of last meeting of stockholders for election of directors: February 20, 1894.

Postoffice address of general office: Ridgway, Elk county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	J. H. Ralph,	Bradford, Pa.
Vice President,	C. H. McCauley,	Ridgway, Pa.
Secretary,	Jno. G Whitman,	Ridgway, Pa.
Treasurer,	A. A. Clearwater,	Wilcox, Pa.
Gen'l Solicitor, Att'y, or Counsel,	C. H. McCauley,	Ridgway, Pa.
Auditor,	Geo. C. Darling,	Wilcox, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilcox and Rocky Run Railway Company.	Junction with Wilcox Railroad at Horner and Freeman's Siding.	The middle of warrant No. 2436 McKean county.	.8	.8

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

The entire road was leased by lease dated March 12, 1891. The rentals under this lease were payable on June 12, September 12, December 12, and March 12, in each year.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$19,177 53	Capital stock,	$25,000 00
Cost of equipment,	5,813 93	Current liabilities,	1 50
Cash and current assets,	146 55	Profit and loss,	736 51
Total,	$25,738 01	Total,	$25,738 01

WILKES-BARRE AND EASTON RAILROAD COMPANY.

Date of organization: April 19, 1892.

By what authority incorporated: Organized under the general laws of the Commonwealth of Pennsylvania.

DIRECTORS.

NAMES OF DIRECTORS.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
W. P. Ryman,	Wilkes-Barre, Pa.,	January 14, 1895.
J. W. Hollenbeck,	Wilkes-Barre, Pa.,	do.
H. A. Fuller,	Wilkes-Barre, Pa.,	do.
F. C. Sturges,	Wilkes-Barre, Pa.,	do.
A. Rosenfeld,	New York City, N. Y.,	do.
R. E. F. Flinsch,	New York City, N. Y.,	do.
W. E. Magee,	New York City, N. Y.,	do.
R. H. Kintner,	Stroudsburg, Pa.,	do.
B. R. Roome,	Arlington, N. J.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: Wilkes-Barre, Pa.

Postoffice address of operating company: No. 15 Courtland street, New York city, N. Y.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	W. P. Ryman,	Wilkes-Barre, Pa.
Vice President,	A. Rosenfeld,	New York, N. Y.
Secretary, Treasurer, Auditor,	B. R. Roome,	New York, N. Y.
	Chas. V. Ware,	New York, N. Y.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Wilkes-Barre and Eastern R. R. Co.,	Wilkes-Barre, Pa.,	Stroudsburg, Pa.,	64.9	64.9

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$6,014,911 41	Capital stock,	$3,000,000 00
Cost of equipment,		Funded debt,	3,000,000 00
Profit and loss,	63,599 35	Current liabilities,	78,510 76
Total,	$6,078,510 76	Total,	$6,078,510 76

CONTRACTS, AGREEMENTS, ETC.

This company is operated under the terms of a traffic contract between it and the New York Susquehanna and Western Railroad Company.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone,	8	8
Number iron,	25	25
Viaduct,	1	1
Trestles:		
Number,	1	1
Aggregate length,	3,500	3,500

Gauge of track, ... 4 ft. 9 in.

WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Date of organization: September 24, 1885.

By what authority incorporated: Under laws of State of Pennsylvania. Act of General Assembly of April 4, 1868, and supplements thereto.

Operated by the Philadelphia and Reading Railroad Company, lessees Lehigh Valley Railroad Company, from July 1, 1893, to August 1, 1893. Lehigh Valley Railroad Company, from August 1, 1893, to June 30, 1894.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Robert H. Sayre,	South Bethlehem, Pa.,	Second Monday in January, 1894.
John B. Garrett,	Philadelphia,	do. do.
George W. Shonk,	Wilkes-Barre, Pa.,	do. do.
Charles Hartshorne,	Philadelphia,	do. do.
Rollin H. Wilbur,	South Bethlehem, Pa.,	do. do.
Albert Lewis,	Bear Creek, Pa.,	do. do.
John Markle,	Jeddo, Pa.,	do. do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice addres of general office: 228 South Third street, Philadelphia.

Postoffice address of operating company: 228 South Third street, Philadelphia.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Elijah P. Wilbur,	South Bethlehem, Pa.
Vice President,	Charles Hartshorne,	Philadelphia.
Secretary,	D. G. Baird,	Philadelphia.
Treasurer,		
Comptroller,	Isaac McQuilkin,	Philadelphia.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Harvey's Lake railroad company.	Luzerne, . .	Harvey's Lake.	. . . . .	14.06	14.06
Branches, ...	Black Diamond breakers.	Cut-off Junction.	. . . . .	1.12	1.12
Total mileage, ...	. . . . .	. . . . .	. . . . .	15.18	15.18

Road operated by the Philadelphia and Reading Railroad Company, lessees of Lehigh Valley Railroad Company, from July 1, 1893, to August 1, 1893, and by Lehigh Valley Railroad Company from August 1, 1893, to June 30, 1894.

The lease to the Philadelphia and Reading Railroad Company, was abrogated as of August 1, 1893.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$343,382 59	Capital stock, ...	$150,000 00
		Current liabilities, ...	193,382 59
Total, ...	$343,382 59	Total, ...	$343,382 59

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number stone, ...	9	9
Number iron, ...	4	4
Number wooden, ...	3	3
Trestles:		
Number, ...	3	3
Aggregate length (feet), ...	348	348
Telegraph:		
Miles of line owned by this company, ...	14.06	14.06
Miles of wire owned by this company, ...	14.06	14.06
Miles of line operated by this company, ...	14.06	14.06
Miles of wire operated by this company, ...	14.06	14.06
Miles of line operated by this company but owned by another company,	12.90	12.90

Gauge of track, ... 4 ft. 8 1-2 in.

WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Date of organization: September 8, 1886.

By what authority incorporated: State of Pennsylvania. Under general laws of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
F. R. Cope,	Philadelphia,	January 14, 1895.
S. Shepherd,	do.	do.
E. Hill,	do.	do.
C. F. Howell,	do.	do.
W. A. Buchanan,	do.	do.
E. S. Buckley,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: 226 South Third street, Philadelphia.
Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisening,	Philadelphia.
Secretary, Treasurer,	S. Shepherd,	do.
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wilkes-Barre and Scranton Railway.	Minooka Junction.	Scranton. . .	Central Railroad of New Jersey.	4.85	4.85

The Wilkes-Barre and Scranton railway was leased to the Lehigh Coal and Navigation Company, May 1, 1888, the lease was transferred to the Central Railroad Company of New Jersey, May 1, 1888, and the road is operated by that company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of roads,	$1,084,528 66	Capital stock,	$500,000 00
		Funded debt,	500,000 00
		Current liabilities,	84,528 66
Total,	$1,084,528 66	Total,	$1,084,528 66

WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: Chartered as Muncy Creek railroad, May 21, 1864. Reorganized September 1, 1882, as the Williamsport and North Branch Railroad Company.
By what authority incorporated: Incorporated under general act of May 21, 1864.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Henry C. McCormick	Williamsport, Pa.,	May, 1895.
J. Henry Cochran,	Williamsport, Pa.,	do.
E. R. Payne,	Williamsport, Pa.,	do.
H. L. Taylor,	Buffalo, N. Y.,	do.
Geo. V. Foreman,	Buffalo, N. Y.,	do.
J. Raymond Claghorn,	Philadelphia, Pa.,	do.
Seth T. McCormick,	Williamsport, Pa.,	do.

Date of last meeting of stockholders for election of directors: May 16, 1894.
Postoffice address of general office: Hughesville, Lycoming county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President	Hon. H. C. McCormick	Williamsport, Pa.
Vice President	H. L. Taylor,	Buffalo, N. Y.
Secretary	S. T. McCormick,	Williamsport, Pa.
Treasurer,	J. Henry Cochran,	Williamsport, Pa.
Chief Engineer,	John Marston, Jr.,	Hughesville, Pa.
Auditor,	Geo. L. Simpson,	Hughesville, Pa.
General Manager,	Benj. G. Welch,	Hughesville, Pa.
Assistant General Manager,	R. E. Eavenson,	Hughesville, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Williamsport and North Branch Railroad.	Halls, Pa.,	Satterfield, Pa.,	45	45

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$1,945,161 32	Capital stock,	$1,225,362 00
Cost of equipment,	65,138 08	Funded debt,	1,125,000 00
Stocks of other companies owned,	3,950 00	Current liabilities,	124,159 10
Other permanent investments,	354,275 29		
Lands owned,	47,266 84		
Cash and current assets,	31,198 34		
Profit and loss,	27,531 23		
Total,	$2,474,521 10	Total,	$2,474,521 10

IMPORTANT CHANGES DURING THE YEAR.

Extension of road from Nordmont, Pa., to Satterfield, Pa., eighteen miles.

Issue of $450,000—bonds for extension of road from Nordmont, Pa., to Satterfield, Pa., distance eighteen miles—$25,000 per mile. Issued for construction, 7,495 shares common stock.

CONTRACTS, AGREEMENTS, ETC.

The United States Express Company pays this company, forty per cent. of its net earnings, and ten per cent. of its gross receipts, also a proportion of the expenses of train messenger service.

The compensation allowed by the United States Government for transportation of mails is a fixed annual rate per mile of road, which is decided by the extent of the service performed, based upon the actual weight of the mails carried.

The Philadelphia and Reading and Lehigh Valley railroad transact business at current rates on a percentage basis of mileage.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	8	8
Number wooden,	20	20
Trestles:		
Number,	5	5
Aggregage length (feet),	1,869	1,869
Telegraph:		
Miles of line owned by this company,	8	8
Miles of wire owned by this company,	16	16
Miles of line operated by this company,	8	8
Miles of wire operated by this company	16	16

Gauge of track, ... 4 ft. 9 in.

QUESTIONS FOR GENERAL INFORMATION.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of the Middle States, Car Service Association of Northeastern Pennsylvania.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Reading Despatch, Traders' Despatch, Lehigh and Wabash Despatch, Lake Shore and Lehigh Valley, Waverly Line.

WILLIAMS VALLEY RAILROAD COMPANY.

Date of organization: September 19, 1891, and by supplemental charter November 24, 1891.
By what authority incorporated: Act of April 4, 1868, and supplement May 16, 1876, etc.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Col. Jno. Jameson,	Bloomsburg, Pa.,	January, 1895.
Carroll R. Williams,	608 Chestnut street, Philadelphia.	do.
Henry S. Lehr,	Lykens, Pa.,	do.
Edw. Lebo,	Lykens, Pa.,	do.
J. W. Durbin,	Williamstown, Pa.,	do.
Amos Lebo,	Williamstown, Pa.,	do.
Dr. E. F. Philips,	Tower City, Pa.,	do.
C. M. Kaufman,	Tower City, Pa.,	do.
A. F. Baker,	Norristown, Pa.,	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.
Postoffice address of general office: Tower City, Schuylkill county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Col. Jno. Jameson,	Tower City, Pa.
Vice President,	Carroll R. Williams,	Tower City, Pa.
Secretary,	C. M. Kaufman,	Tower City Pa.
Treasurer,	E. F. Philips,	Tower City, Pa.
General Solicitor, Attorney or Counsel,	A. F. Thompson,	Lykens, Pa.
Auditor,	C. M. Kaufman,	Tower City, Pa.
General Manager,	A. F. Baker,	Tower City, Pa.

PROPERTY OPERATED.

NAME.	TERMINALS. From—	TERMINALS. To—	Total mileage of road.	Total mileage of road in Pennsylvania.
Williams Valley Railroad, ...	Brookside, ...	Lykens, ...	12.00	12.00

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, ...	$202,961 23	Capital stock, ...	$90,000 00
Cash and current assets, ...	52,932 73	Funded debt, ...	87,000 00
		Current liabilities, ...	61,403 76
		Profit and loss, ...	17,490 20
Total, ...	$255,893 96	Total, ...	$255,893 96

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron, ...	1	1
Gauge of track, ...	4 ft. 8 1-2 in.	

WILMINGTON AND NORTHERN RAILROAD COMPANY.

Date of organization: January 18, 1877.

By what authority incorporated: Under law of General Assembly of State of Delaware, of February 22, 1877, and law of State of Pennsylvania, of April 8, 1861.

If a consolidated company, name the constituent companies: The Wilmington and Northern Railroad Company of Pennsylania, was merged with the Wilmington and Northern Railroad Company of Delaware.

Consolidated March 28, 1877, under Delaware act of February 22, 1877, and Pennsylvania acts of May 16, 1861, March 24, 1865, and April 10, 1869.

Name of original corporation, the Wilmington and Reading Railroad Company. Sold pursuant to decree of court.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Col. H. A. DuPont, ...	Wilmington, Del., ...	1st Monday in May 1895.
George Brooke, ...	Birdsboro', Pa., ...	do.
Dr. Chas. Huston, ...	Coatesville, Pa., ...	do.
A. L. Foster, ...	Montchanin, Del., ...	do.
Jno. S. Gerhard, ...	251 S. Fourth St., Philadelphia, Pa., .	do.
Col. L. Heber Smith, ...	Joanna, Pa., ...	do.
W. S. Conner, ...	Woodbury, N. J., ...	do.

Date of last meeting of stockholders for election of directors: May 7, 1894.

Postoffice address of general office, Wilmington, Delaware.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	Col. H. A. DuPont,	Wilmington, Del.
Secretary,	E. B. Shinter,	Wilmington, Del.
Treasurer,	A. G. McCausland,	Wilmington, Del.
Chief Engineer,	F. L. Hills,	Wilmington, Del.
Attorney for Delaware,	E. G. Bradford,	Wilmington, Del.
Attorney for Pennsylvania,	Wm. M. Hayes,	West Chester, Pa.
Auditor,	T. B. Townsend,	Wilmington, Del.
General Manager,	Col. H. A. DuPont,	Wilmington, Del.

PROPERTY OPERATED.

NAME.	TERMINALS.		Total mileage of road.	Total mileage of road in Pennsylvania.
	From—	To—		
Lines owned:				
Main Line,	Wilmington, Del.,	Highs Junction, Pa.,	71.50	58.50
Wharf Branch,	Junction with Main Line near Cedar St., Wilmington, Del.	W. & N. R. R. Wharf, Christiana River, with spur to Delaware Mills.	.60	
Delaware River Extension Branch,	Junction with Main Line, Beech St., Wilmington, Del.	W. & N. R. R. Wharf, Delaware River.	3.70	
South Walnut Street Branch,	Junction with Delaware River Extension Branch at South Wilmington.	Market St. Bridge, South Wilmington.	1.07	
Christiana Avenue Branch,	Junction with Delaware River Extension Branch at South Wilmington.	Third St. Bridge, South Wilmington.	1.87	
Kentmere Branch,	Junction with Main Line near Silverbrook.	Kentmere, Del., with spur to Hagley, Del.	2.77	
Rockland Branch,	Montchanin, Del.,	Rockland, Del.,	1.00	
French Creek Branch,	Springfield, Pa.,	St. Peters, Pa.,	5.90	5.90
Lines operated under contract for passenger business only.				
Schuylkill and Lehigh Railroad,	Highs Junction, Pa.,	Second and Cherry Sts., Reading, Pa.	2.42	2.42
West Reading Railroad,	Second and Pine Sts., Reading, Pa., junction with West Reading R. R.	Junction with Lebanon Valley R. R., P. & R. R. R. Station, Reading, Pa.	1.47	1.47
Total mileage operated,			92.30	68.29

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$2,198,041 61	Capital stock,	$1,278,050 00
Cost of equipment,	432,228 05	Funded debt,	771,000 00
Stocks of other companies owned,	38,650 00	Current liabilities,	187,291 18
Cash and current assets,	239,749 74	Accrued interest on funded debt not yet payable,	4,837 50
		Profit and loss,	667,490 72
Total,	$2,908,669 40	Total,	$2,908,669 40

CONTRACTS, AGREEMENTS, ETC.

Contract with United States Express Company, for Wilmington and Northern express business.

Arrangement with United States Government for transporting mails.

Contracts with Philadelphia and Reading Railroad Company, Baltimore and Ohio Railroad

Company and Pennsylvania Railroad Company, for interchange of business already filed by said companies.

Contract with Western Union Telegraph Company for Wilmington and Northern telegraph business.

CHARACTERISTICS OF ROAD.

	ON WHOLE LENGTH OF ROAD.	IN PENNSYLVANIA.
Bridges:		
Number iron,	21	11
Number wooden,	12	9
Trestles:		
Number,	32	24
Aggregate length (feet),	3,480	2,216
Telegraph:		
Miles of line owned by this company,	79.8	66.2
Miles of wire owned by this company,	142.8	115.6
Miles of line operated by this company,	79.8	66.2
Miles of wire operated by this company,	142.8	115.6

Gauge of track, ... 4 ft. 8 3-4 in.

QUESTIONS FOR GENERAL INFORMATION.

What provision, if any, has been made by this road for the payment of its funded debt: After twenty years from December 1, 1887, company has the right from time to time, to redeem as many bonds as it shall have money to pay on such terms, as it may deem advisable, and for the further purpose of forming a sinking fund. Company may purchase bonds at public or private sale, which bonds shall be cancelled.

What station-houses, stock yards, or other terminal facilities, does this road use for which it pays a rental? Name the parties to whom such property belongs: Philadelphia and Reading Railroad Company's passenger station at Reading, Pa.

Name all the associations to which this road is a party, whose object is the regulation or control of passenger or freight traffic: Freight Traffic Association of Middle States, National Association of General Passenger and Ticket Agents, Freight Claim Agents Association, Eastern, Southern and Middle States.

Name all the companies commonly called fast freight lines, of which this road is a member, or which operate over the line of this road: Red Line, White Line, Blue Line, Merchants' Despatch, Nickel Plate Line, West Shore Line, Hoosac Tunnel Line, Erie Despatch, Traders' Despatch, Lehigh Valley Despatch, Lehigh Valley and Wabash Despatch, Southwest Despatch, Lackawanna Line, Great Eastern Line, Interstate Despatch, Commercial Express Line, Continental Line, Baltimore and Ohio Kankakee Despatch.

WIND GAP AND DELAWARE RAILROAD COMPANY.

Date of organization: November 24, 1880.

By what authority incorporated: State of Pennsylvania. Under act of April 4, 1868, and supplements thereto.

Operated by the Central Railroad Company of New Jersey.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Edward Lewis,	Philadelphia,	Second Monday in January, 1895.
S. Shepperd,	do.	do.
E. Hill,	do.	do.
C. F. Howell,	do.	do.
E. W. Clark, Jr.,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: 226 South Third street Philadelphia.

Postoffice address of operating company: 143 Liberty street, New York.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	E. B. Leisinring,	Philadelphia.
Secretary,	S. Shepherd,	do.
Tresurer,		
Auditor,	C. F. Howell,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Wind Gap and Delaware Railroad.	Bangor,	Saylorsburg,	Central Railroad Company of New Jersey.	9.71	9.71

The Wind Gap and Delaware railroad is operated by the Central Railroad Company of New Jersey, in connection with the Lehigh and Lackawanna railroad, under an operating agreement.

The Central Railroad Company of New Jersey, paid as rental of the Lehigh and Lackawanna and Wind Gap and Delaware railroads twenty-one per cent. of the gross receipts of the roads with a minimum rental of $18,000 per annum. Agreement is made for five years from January 1, 1893.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$179,241 66	Capital stock,	$100,000 00
Cash and current assets,	50,000 00	Current liabilities,	129,241 66
Total,	$229,241 66	Total,	$229,241 66

YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Date of organization: August 16, 1881.

By what authority incorporated: Incorporated under "a supplement" passed June 8, 1874, to "An act to authorize the formation of railroad corporations," approved April 4, 1868.

Operated by the Pittsburgh, McKeesport and Youghiogheny Railroad Company.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
H. C. Frick,	Pittsburgh,	January 8, 1895.
John Walker,	do.	do.
Henry Phipps, Jr.,	do.	do.
H. M. Curry,	do.	do.
J. G. A. Leishman,	do.	do.
H. W. Barntraeger,	do.	do.
George Lander,	do.	do.

Date of last meeting of stockholders for election of directors: January 8, 1894.

Postoffice address of general office: No. 42 Fifth avenue, Pittsburgh, Pa.

Postoffice address of operating company: Pittsburgh, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. C. Frick,	Pittsburgh.
Secretary,	W. C. Magee,	do.
Treasurer,	G. B. Bosworth,	do.
General Solicitor, Attorney or Counsel,	W. F. McCook,	do.

PROPERTY LEASED, OR OTHERWISE ASSIGNED FOR OPERATION.

NAME.	TERMINALS.		BY WHAT COMPANY OPERATED.	Miles of line.	Miles of line in Pennsylvania.
	From—	To—			
Youghiogheny Northern Railway Company,	Broad Ford, Pa.	Summit, Pa.	Pittsburgh, McKeesport and Youghiogheny Railroad.	2.223/5280	2.223/5280

The Youghiogheny and Northern Railway Company, leased to the Pittsburgh, McKeesport and Youghiogheny Railroad Company, their entire line, April 1, 1882, for and during the term of fifty years, for a sum of money equal to one dollar per car for each freight car loaded with coal or coke transported over any portion of the railway by the Pittsburgh, McKeesport and Youghiogheny railway, during the term of this lease.

The Pittsburgh, McKeesport and Youghiogheny Railroad Company are to make all returns to the State.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$400,000 00	Capital stock,	$400.000 00
Cash and current assets,	4,140 81	Profit and loss,	4,140 81
Total,	$404,140 81	Total,	$404,140 81

YOUGHIOGHENY AND WICK HAVEN RAILROAD COMPANY.

Date of organization: Charter dated September 18, 1893.

By what authority incorporated: Act approved June 8, 1874.

DIRECTORS.

NAMES.	POSTOFFICE ADDRESS.	DATE OF EXPIRATION OF TERM.
Frank May,	Girard, Pa.,	January 17, 1895.
Frank Morrison,	Sharon, Pa.,	do.
Simon Perkins,	Sharon, Pa.,	do.
Jas. S. Fruit,	Sharon Pa.,	do.
Edward S. Templeton,	Greenville, Pa.,	do.
J. E. French,	Cleveland, O.,	do.

Date of last meeting of stockholders for election of directors: Present directors named in article of incorporation. No election of directors held since.

Postoffice address of general office: Banning, Fayette county, Pa.

OFFICERS.

TITLE.	NAME.	ADDRESS.
President,	H. K. Wick,	Youngstown, O.
Vice President,	J. E. French,	Cleveland, O.
Secretary,	E. S. Templeton,	Greenville, Pa.
Treasurer,	Frank Morrison,	Banning, Pa.
General Manager,	C. B. Wick,	Youngstown, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road,	$15,614 45	Capital stock,	$18,000 00
Other permanent investments,	100 54	Current liabilities,	1,081 55
Cash and current assets,	3,366 56		
Total,	$19,081 55	Total,	$19,081 55

IMPORTANT CHANGES DURING THE YEAR.

Road graded for distance of 3,500 feet; 2,600 feet of single track laid; 1,800 feet of yard track.

CHARACTERISTICS OF ROAD.

Gauge of track, ... 4 ft. 8 1-2 in.

STREET RAILWAY REPORT.

ALLENTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnson, President,	New York.
Howard Page, Secretary, Treasurer,	New York.
A. F. Walter, Cashier,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
Howard Page,	New York city.
Jelson J. Coleman,	Yonkers, N. Y.
M. L. Kauffman,	Allentown, Pa.
Robt. E. Wright,	Allentown, Pa.

Operated by the Allentown and Bethlehem Rapid Transit Company.
General office: Allentown, Pa.
For information relating to this report, address Albert L. Johnson, New York City.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 29, 1865.

This road was originally operated by horses. On May 29, 1891, it was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years, its track having been relaid and prepared for operation by electricity.

Route of road, streets occupied and connections: Begins at Seventeenth and Chew streets, Allentown, through Seventeenth to Gordon, through Gordon to Madison, through Madison to Chew, through Chew to Twelfth, through Twelfth to Hamilton, through Hamilton to Lehigh river and across same.

Branch on Seventh from Hamilton to Greene.

Branch from Second and Hamilton, through Second to Turner, through Turner to Ridge, through Ridge to Tilghman, through Tilghman to Front, through Front to city limits.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$400,000 00	Capital stock,	$200,000 00
		First mortgage bonds,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

ALLENTOWN AND BETHLEHEM RAPID TRANSIT COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnson, President,	New York city.
Howard Page, Secretary, Treasurer,	New York city.
A. F. Walter, Cashier,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
Howard Page,	New York city.
Jelson J. Coleman,	Yonkers, N. Y.
Wilson J. Hartzell,	Allentown, Pa.
Robt. E. Wright,	Allentown, Pa.
Geo. O. Albright,	Allentown, Pa.
Geo. H. Myers,	Bethlehem, Pa.

Operated by the Allentown and Lehigh Valley Traction Company.

What road, or roads, are leased to and operated by your company: Allentown Passenger Railway, Allentown and Bethlehem Street Railway, Bethlehem and South Bethlehem Street Railway.

For information relating to this report, address Albert L. Johnson.

What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 4, 1891, under the motive power. Act of March 22, 1887.

On May 29, 1891, this company leased for 999 years the following properties, viz: Allentown Passenger Railway, Bethlehem and Allentown Street Railway, Bethlehem and South Bethlehem Street Railway.

The Allentown and Bethlehem Railway Traction Company built a power plant and furnished a complete equipment for its leased lines. Began operations July 1, 1891.

Route of road, streets occupied and connections: All the roads of the followng street railway companies and none other on whose reports a detailed description of routes is given, viz: Allentown Passenger Railway, Allentown and Bethlehem Street Railway, Bethlehem and South Bethlehem Street Railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Stocks, bonds, etc., of other companies,	$1,083,500 00	Capital stock,	$1,000,000 00
Plant,	764,945 23	First mortgage bonds,	500,000 00
Office furniture,	577 61	Mortgages,	15,333 34
Suspense accounts,	52,319 57	Bills payable,	362,797 79
Cash,	5,794 99	Accounts payable,	28,592 55
Accounts receivable, $71,599.43,	19,279 86	Profit and loss account,	49,693 58
Dividends,	30,000 00		
Total,	$1,956,417 26	Total,	$1,956,417 26

IMPORTANT CHANGES DURING THE YEAR.

Controlling interest in this road was purchased by the Allentown and Lehigh Valley Traction Company, who began operating it March 8, 1894.

ALLENTOWN AND LEHIGH VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnson, President.	New York city.
Howard Page, Secretary, Treasurer.	New York city.
A. F. Walter, Cashier.	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York city.
Howard Page,	New York city.
Jelson J. Coleman,	Yonkers, N. Y.
W. J. Hartzell,	Allentown, Pa.
M. L. Kauffman,	Allentown, Pa.
Tom. L. Johnson,	Allentown, Pa.

General offices of the company at Allentown, Pa.
For information relating to this report, address Albert L. Johnson.
What kind of power is used for propelling the cars on your road: Electrical.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Investment.	$2,008,770 00	First mortgage bonds,	$602,250 00
Plant,	541,661 03	Capital stock,	1,500,000 00
Supply account.	10,189 40	Bills payable,	211,987 39
Advance payments.	3,026 95	Accounts payable,	43,659 76
Cash,	32,381 35	Sundry accounts,	4,920 80
		Industrial Improvement Company,	224,961 45
		Profit and loss account.	8,249 33
Total,	$2,596,028 73	Total,	$2,596,028 73

ALLEGHENY TRACTION COMPANY.

OFFICERS.

NAMES	RESIDENCES.
Geo. B Hill, President,	Allegheny.
A. M. Neeper, Secretary.	Pittsburgh.
A. M. Neeper, Treasurer.	Pittsburgh.
G. F. Greenwood, General Manager,	Allegheny.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. B. Hill,	Allegheny.
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Allegheny.
Fred. Gwinner,	Allegheny.
J. D. Nicholson,	Pittsburgh.

Date of annual meeting for election of directors: First Monday of August of each year.

By whom is the road operated: Allegheny Traction Company.

What road, or roads, are leased to and operated by your company: Transverse Passenger Railway Company, Millvale, Etna and Sharpsburg Street Railway Company.

General offices of the company at 113 Fourth avenue, Pitsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, 35 Bakewell building, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Horses, now changing to electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated July 23, 1889, with a capital stock of $350,000.00, and leased from the Citizens' Traction Company, the owner thereof, the Transverse Passenger Railway Company.

On April 19, 1894, the company leased and agreed to operate the railway of the Millvale, Etna and Sharpsburg Street Railway Company.

In June, 1894, the capital stock of the company was increased to $500,000.00.

Route of road, streets occupied and connections: Transverse leased line, beginning at Grant and Water streets, Pittsburgh, along Water to Wood, along Wood to Liberty avenue, along Liberty avenue to Sixteenth street, along Sixteenth street to Northern Liberties bridge, crossing Allegheny river to Chestnut street in Allegheny City, along Chestnut street to Spring Garden avenue, thence along Spring Garden avenue to city line.

Branch commencing at Sixth avenue and Wood street, Pittsburgh, thence along Sixth avenue to Smithfield street, along Smithfield street to main line at Liberty avenue; also branch from Sixth avenue and Wood street, thence along Sixth avenue to and across Liberty avenue to Seventh street, thence down Seventh street to north side bridge; also branch on Liberty avenue from Sixth avenue to Market street.

Connections with Pittsburgh and Birmingham, Central, Citizens' and Duquesne Traction companies, Second avenue, South Side, Federal street and Pleasant Valley and Mill Vale, Etna and Sharpsburg Street Railway Companies.

Millvale, Etna and Sharpsburg Street Railway company, leased line, beginning at Chestnut and Liberty streets, Allegheny, by Liberty street to East Ohio street to city line, to Allegheny and Butler plank road and Freeport and Bridge streets to the line of the borough of Etna, with branches beginning at Allegheny and Butler plank road in Millvale, at Grant avenue, by Grant avenue to Hooker street, to Lincoln avenue, to main line on Allegheny and Butler plank road; also in Millvale, beginning at Hooker street and Lincoln avenue, by Hooker street, to Klopfer street, to Evergreen plank road (Girty's Run road), to Etna street, to borough line also branch in Etna, beginning at Allegheny and Butler plank road and Freeport street, thence along said plank road to Butler pike or Grant avenue, thence to borough line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$165,422 60	Capital stock,	$500,000 00
Franchises,	335,000 00	Bills payable,	325,947 82
Cash,	106,139 84	Accounts payable,	1,344 50
Construction, contract and lease, M. E. & S. St. Railway Company,	133,551 26		
Profit and loss,	87,178 42		
Total,	$827,292 12	Total,	$827,292 12

ALTOONA AND LOGAN VALLEY ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Lloyd, President	Altoona, Pa.
C. A. Buch, Secretary, Treasurer	do.
C. L. West, Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Lloyd	Altoona, Pa.
A. C. Shand	do.
M. H. Canon	do.
Cornelius Campbell	do.
Wm. P. Smith	do.

Date of annual meeting for election of directors: Second Monday in January.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 10, 1892. Chartered December 12, 1892. Work started in January, 1893. Line from Twelfth street bridge, Altoona, to Hollidaysburg, completed June 12, 1893, a distance of about seven and one-half miles. Line from Sixth avenue and Road street, Altoona, to Red Bridge junction, through Juniata to Opera House, Altoona, a distance of about three miles, completed in October, 1893. Line from Red Bridge junction to Opera House, Bellwood, a distance of five miles, completed July 1, 1894.

Double track from power house to Campus Ridge, about 9,000 feet, completed June, 1894. Extension from public square, Hollidaysburg, to passenger station, Gaysport, about 1,100 feet, completed July, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at public square, Hollidaysburg, in county of Blair, over and along Allegheny street in said boruogh, eastward to Penn street, thence over and along said Penn street to borough line, thence along public road to city of Altoona, thence over and along Fifth avenue in said city to Thirteenth street, thence over and along said Thirteenth street to Ninth avenue, thence over and along Ninth avenue to Twelfth street. Altoona branch beginning at city line and Broad street, Altoona, extending over and along said Broad street to Millville, a distance of about 2,800 feet, connecting with City Passenger Railway at Broad street, at Twenty-sixth street and Union avenue and Eighth avenue and Thirteenth street. Also from Road street and Sixth avenue, Altoona, along public road to Red Bridge junction, to Juniata and through the borough to First street and Chestnut avenue, Altoona, along First street to Lexington avenue, along Lexington avenue to Fourth street, along Fourth street to Howard avenue, along Howard avenue to Ninth street, along Ninth street to Eleventh avenue, along Eleventh avenue to Eleventh street, connecting with City Passenger Railway at First street and Chestnut avenue, at opera house on Eleventh street and in Juniata. Also a branch from Red Bridge junction along public road and through lands acquired to opera house, Bellwood. Also a branch from public square, Hollidaysburg, to passenger station, Gaysport.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Hollidaysburg,	10
Bellwood,	05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$413,229 31	Capital stock,	$325,000 00
Equipment,	79,314 83	Funded debt,	500,000 00
Bills receivable,	8,431 41	Unfunded debt,	23,353 90
Stock City Passenger Railway,	273,897 85		
Stock Lakemont Park Company,	60,000 00		
Cash on hand	13,480 50		
Total,	$848,353 90	Total,	$848,353 90

IMPORTANT CHANGES DURING THE YEAR.

Double track from power house to Campus Ridge put into service June 1. Line from Altoona to Bellwood put into service June 30.

ASHLAND, LOCUSTDALE AND CENTRALIA ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jos. F. Bailey, President,	Philadelphia.
C. E. Winters, Secretary, Treasurer,	Springfield, O.

DIRECTORS.

NAMES.	RESIDENCES.
J. F. Bailey,	
F. E. Bailey,	
C. E. Winters,	
J. H. Cofrode,	

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Schuylkill Traction Company.

General offices of the company at Ashland.

For information relating to this report, address Dallas Sanders (President Schuylkill Traction Company), Drexel Building, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity (trolley).

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 11, 1892 under general law. Immediately leased to Schuylkill Traction Company for 999 years for $100 per year and operating expenses.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Centre street, Ashland.

BEAVER VALLEY STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Theo. P. Simpson, President,	Beaver Falls, Pa.
A. R. Leyda, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Theo. P. Simpson,	Beaver Falls, Pa.
J. C. Whitler,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
W. R. Kimball,	Cincinnati, Ohio.
W. W. Hazzard,	Cleveland, Ohio.

Date of annual meeting for election of directors: Second Monday January.
By whom is the road operated: The Beaver Valley Traction Company.
With what other companies consolidated: Central Electric Railway Company.
Date of consolidation: November 24, 1891.
General offices of the company at Beaver Falls, Pa.
For information relating to this report, address A. R. Leyda, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company organized September 17, 1884. Charter granted October 4, 1884. Constructed and opened for traffic July 4, 1885.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: White township, along public highway to line of Beaver Falls borough, thence along Eighth avenue to Seventeenth street, thence to Seventh avenue, along Seventh avenue to Brighton Bridge, across said bridge and within the borough of New Brighton, along Bridge street to Broadway, thence to Main street, thenc to Pearl street, and thence from intersection of Main and Pearl streets, along Pearl street to terminus, near the Pittsburgh, Fort Wayne and Chicago railroad station in New Brighton. Connects with Central Electric Street Railway, Pearl and Main streets, New Brighton, Pa.

BEAVER VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John M. Buchanan, President,	Beaver, Pa.
Theodore P. Simpson, Vice President,	Beaver Falls, Pa.
Hartford P. Brown, Secretary,	Rochester, Pa.
Stephen P. Stone, Treasurer,	Beaver, Pa.
Hartford P. Brown, General Manager,	Rochester, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John M. Buchanan,	Beaver, Pa.
Theodore P. Simpson,	Beaver Falls, Pa.
John C. Whitla,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
H. S. McConnell,	New Brighton, Pa.
Robert S. Kennedy,	New Brighton, Pa.

Date of annual meeting for election of directors: First Monday February.

What road, or roads, are leased to and operated by your company: Beaver Valley Street Railway and Central Electric Railwy.

General offices of the company at Beaver Falls, Pa.

For information relating to this report, address Hartford P. Brown, secretary.

What kind of power is used for propelling the cars on your road: Electric. Houston & Co.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted June 29, 1891, for supplying motive power and operating passenger railways. July 5, 1891, agreement entered into by and between the Beaver Valley Traction Company and the Beaver Valley Street Railway Company and the Central Electric Street Railway for the term of 999 years to maintain and operate the railways of the said companies together as one system.

Power station and electrical equipment (I. H. Co. system), for supplying motive power was completed and roads opened for business November, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: People's Street Railway of Rochester connects with the Central Electric Railway at Rochester junction, near Sharm bridge, Rochester nects with the Central Electric Railway at Rochester Junction, near Sharon bridge. Rochester township.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets, the single fare beyond junction,	0 10
Through tickets in books of fifty sold for $4.25 book,	8 50
Through tickets in books of forty-six, school, monthly, $3.25 book,	7 00

GENERAL BALANCE SHEET.

DR.		CR.	
Investments, Beaver Valley Street Railway stock,	$140.000 00	Capital stock,	$300,000 00
Investments, Central Electric Street Railway stock,	110,000 00	Bonds payable,	150,000 00
Construction and equipment, original contract,	150,000 00	Bills payable,	70,975 69
Betterments, track construction and paving,	87,162 81	Accounts payable,	5,238 40
Betterments, overhead construction,	2,136 27	Surplus,	3,457 73
Power station, additional equipment,	4,294 43	Profit and loss,	11,048 10
Car equipment, additional equipment,	12,830 29	Due Treasurer,	964 85
Tools,	689 37		
Office furniture and fixtures,	703 16		
Buildings, on lease ground,	1,049 62		
Power house and real estate,	13,386 51		
Steam plant,	18,689 98		
Junction park,	666 72		
Cash at dispatcher's office,	75 70		
Total,	$541,684 86	Total,	$541,684 86

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$11,048 19
Surplus at commencement of the year,	3,457 73
Total surplus,	$14,705 92

BETHLEHEM AND ALLENTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnson, President,	New York City,
Howard Page, Secretary, Treasurer,	New York City.
A. F. Walter, Cashier,	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York City.
Howard Page,	New York City.
Jilson J. Coleman,	Yonkers, N. Y.
M. L. Kauffman,	Allentown, Pa.
Robert E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Bethlehem Rapid Transit Company.
General offices of the company at Allentown, Pa.
For information relating to this report, address Albert L. Johnson, New York City.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Annual meeting, second Monday January.
Incorporated October 29, 1889.
This road was built for operation by electricity on May 29, 1891. It was leased to the Allentown and Bethlehem Rapid Transit Company for 999 years.
Road opened for travel August 1, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at village of East Allentown at east end of county bridge over Lehigh river and extends through Hanover township, Lehigh county, along Allentown and Bethlehem turnpike, to and through borough of West Bethlehem, on Broad street, to middle of Broad street bridge, on eastern line of borough of Bethlehem, on Broad street, connecting at eastern terminus with Bethlehem and South Bethlehem Street Railway, and western terminus with Allentown Passenger Railway.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$200,000 00	Capital stock,	$100,000 00
		First mortgage bonds,	100,000 00
Total,	$200,000 00	Total,	$200,000 00

BETHLEHEM AND SOUTH BETHLEHEM STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Albert L. Johnson, President,	New York City.
Howard Page, Secretary, Teasurer,	New York City.
A. F. Walter, Cashier.	Allentown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Albert L. Johnson,	New York City.
Howard Page,	New York City.
Jilson J. Coleman,	Yonkers, N. Y.
M. L. Kauffman,	Allentown. Pa.
Robt. E. Wright,	Allentown, Pa.

By whom is the road operated: Allentown and Bethlehem Rapid Transit Company.
General offices of the company at Allentown, Pa.
For information relating to this report, address Albert L. Johnson.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated November 18, 1889.

On May 29, 1891, it was leased to Allentown and Bethlehem Rapid Transit Company for 999 years. It was partially opened for operation August 1, 1891, and is now in complete operation.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Connects with Bethlehem and Allentown Street Railway. Route begins at western terminus of Broad street in Bethlehem, thence eastwardly on Broad street to London street, thence north on London street to fair grounds.

Branch from Broad and Main streets, south on Main street to Church street, thence eastwardly on Church street to New street, thence southwardly on New street across Lehigh river to Fourth street, South Bethlehem, thence westwardly through Fourth street to Emaus road.

Branch from corner Church and New streets, north on New street to Broad street.

Branch from corner Second and New streets, west on Second to Philadelphia and Reading Railroad station.

Branch from corner Second and New streets, east on Second to Elm street, through Elm street to Third street, through Third street to Oak street, through Oak street to Second street.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$400,000 00	Capital stock,	$200,000 00
		First mortgage bonds,	200,000 00
Total,	$400,000 00	Total,	$400,000 00

BLAKELY AND DICKSON TRACTION STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. H. Noblet, President,	Philadelphia.
S. D. Pettit, Secretary, Treasurer,	Scranton.

DIRECTORS.

NAMES.	RESIDENCES.
J. H. Noblet,	Philadelphia.
George A. Fletcher,	Philadelphia.
John A. Brill,	Philadelphia.
William Walker,	Mayfield, Lackawanna county, Pa.
S. D. Pettit,	Scranton.
Alfred N. Chandler,	Philadelphia.

Date of annual meeting for election of directors: First Monday in November.

By whom is the road operated: Scranton and Carbondale Traction Company.

General offices of the company at Scranton, Pa.

For information relating to this report, address J. H. Noblit, 1319 N. Broad street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 21, 1892. Leased March 30, 1893, to Scranton and Carbondale Traction Company. Road constructed during summer 1893. Opened for traffic October 7, 1893. Scranton and Carbondale Traction Company owns entire capital stock.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Providence and Carbondale Turnpike. Connects in Scranton with Scranton Traction Company (Lessee. Connects in Archbald with Carbondale Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Profit and loss,	$36,000 00	Capital stock,	$36,000 00

BRADDOCK ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Adin L. Sailor, President	Swissvale, Allegheny county, Pa.
Jas. P. McKelvy, Vice President	Braddock, Allegheny county, Pa.
Chas. F. Ellis, Secretary, Treasurer	Swissvale, Allegbeny county, Pa.
Chas. F. Ellis, General Superintendent	Swissvale, Allegheny county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Adin L. Sailor,	Swissvale, Allegheny county, Pa.
Cbas. F. Ellis,	Swissvale, Allegbeny county, Pa.
Jas. P. McKelvy,	Braddock, Allegbeny county, Pa.
V. Lee Crabble,	Shadyside, Pittsburgh.
C. C. Lee,	Oakmont, Pittsburgh.
Josiab Barrett,	Allegheny, Pittsburgb.

Date of annual meeting for election of directors: January 8, 1894.

By wbom is the road operated: Tbe Braddock Electric Railway Company.

General offices of the company at Braddock, Pa.

For information relating to this report, address Chas. F. Ellis, Braddock, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter is June 9, 1890. The company was organized shortly before date of charter and was granted right of way through the borough of Braddock October 20, 1890, and through the township of Braddock February 7, 1891.

The company has caused to be built about three and three-fourths miles of track and bas equipped the same with five vestibule cars with two motors each. Has a large power house and car barn combined and machinery of three hundred horse power capacity for operating said plant.

The road was operated from April 12, 1892, until January 9, 1893, when by an adverse decision of the supreme court our line was cut into two parts, necessitating suspension of the operation until arrangements could be made to connect them up again. On August 6, 1894, Braddock council passed an ordinance granting the company right of way to make a connection and it is expected to begin operations soon.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Talbot avenue in tbe borough of Braddock, at Second street, tbence by Talbot avenue to Tbirteentb street, thence by Thirteenth street to a township road called Bell avenue, thence by said township road to Doaker's hollow, thence returning by said township road and along Bell avenue to a township road which is an extension of Burton street (now called Library) in the borough of Braddock, thence by said township road to Charles street, thence by Charles street and township road to another township road called "Fourth street road," at a point near Copeland station, Pennsylvania railroad, thence by said township road and Fourth street to Mills street, in the borough of Braddock, thence by Mills street to Second street, thence by Second street to Talbot avenue, thence by Talbot avenue to Eighth street, thence by Eighth street to Braddock avenue, thence crossing Braddock avenue to Burton street, thence by Burton street and township road to Bell avenue; returning by same route to place of beginning, the circuit being completed by means of turnouts and switches.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$116,783 03	Capital stock,	$100,400 00
Real estate,	12,000 00	Real estate,	1,200 00
Bonds,	12,000 00	Mortgage bonds,	40,000 00
Deficit,	816 97		
Total,	$141,600 00	Total,	$141,600 00

BRADFORD AND KENDALL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. T. Wales, President,	Syracuse, N. Y.
M. F. King, Secretary,	Bradford, Pa.
G. S. Wales, Treasurer,	Syracuse, N. Y.
W. S. Wales, General Manager,	Syracuse, N. Y.
M. F. King, General Superintendent,	Bradford, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
G. S. Wales,	Syracuse, N. Y.
W. S. Wales,	Syracuse, N. Y.
M. F. King,	Bradford.
T. G. Fisher,	Bradford.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Bradford and Kendal Railway Company.
General offices of the company at Bradford, Pa.
For information relating to this report, address W. S. Wales, Syracuse, New York.
What kind of power is used for propelling the cars of your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was formed and articles of association signed the 15th day of March, 1879. Was duly incorporated May 16, 1879, under act of Assembly approved May 23, 1878. On April 17, 1893, it accepted the provisions of Assembly act approved May 14, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commences at intersection of Main street with Mechanic street, running along Main street and East Main street to the American House, a distance of about one and one-half miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25
School, twelve sold for	0 40

GENERAL BALANCE SHEET.

DR.		CR.	
Cash account,	$40 07	Bills payable,	$97 04
Cash with drivers,	10 80	W. T. Wales,	651 01
Cash in bank,	42 69		
Construction account,	166 37		
Equipment account,	197 10		
Tool account,	13 90		
Profit and loss,	277 12		
Total,	$748 05	Total,	$748 05

THE CARBON COUNTY ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. C. Godshall, President.	
B. Dewitt, Secretary, Treasurer,	
J. A. Bunnell, General Superintendent,	

DIRECTORS.

NAMES.	RESIDENCES.
A. C. Godshall,	Lansdale, Pa.
A. B. Clemmer,	725 West Cumberland street, Philadelphia.
Richard Greenwood,	3076 Frankford Road.
Mahlon R. Smartley,	North Wales, Pa.
Edward Filemyr,	1001 North Second street, Philadelphia.
Harvey Barton,	4247 Green street, Germantown.
Barnabas Dewitt,	1915 North Seventh street, Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Carbon County Electric Railway Company.

General offices of the company at No. 14, Chamber of Commerce, 133 South Second street, Philadelphia.

For information relating to this report, address B. Dewitt, secretary and treasurer, No. 14, Chamber of Commerce, Philadelphia.

What kind of power is used for propelling the cars on your road: Electric power, generated by water power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Upon January 28, A. D. 1892, Ambrose B. Clemmer, Richard Greenwood, Mahlon R. Smartley, Harvey Barton and Barnabas Dewitt, all citizens of the State of Pennsylvania, executed articles of association of the Carbon County Electric Railway Company. Said company to exist for 999 years, to build, equip and operate a railway ten miles in length from Weissport to Lehighton, to Packerton, to Mauch Chunk, through the main streets of lower, upper and east Mauch Chunk and thence to Glen Onoko.

Charter was granted February 4, 1892.

Construction partially completed and operations commenced September 5, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commences at Mansion House, Mauch Chunk, on Susquehanna street, north on said Susquehanna street to Broadway street, thence east on Broadway street to Stoanbinger's hotel, thence north and on private property along side the mountain to Centre street, where it intersects with switchback railroad in Upper Mauch Chunk, thence east on said Centre street to switchback depot, also east on Broadway to Lehigh street, thence north along said street to the bridge crossing Lehigh river to East Mauch Chunk, thence over said bridge to East Mauch Chunk, along River street to Centre street, thence along Centre street to Sixth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	0 25

GENERAL BALANCE SHEET.

DR.		CR.	
Unsubscribed capital account,	$15,450 00	Capital stock,	$60,000 00
Unpaid assessments on subscriptions,	14,545 00	Funded debt,	11,000 00
Construction account,	53,472 30	Unfunded debt,	46,653 01
Equipment account,	28,232 85		
Materials on hand,	500 00		
Office fixtures,	55 92		
Bills receivable,	379 38		
Cash in superintendent's hands,	25 00		
Profit and loss,	4,692 65		
Cash balance,	299 91		
Total,	$117,653 01	Total,	$117,653 01

IMPORTANT CHANGES DURING THE YEAR.

Changing turnout and placing curve at end of line in Upper Mauch Chunk.

CARBONDALE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John W. Aitken, President,	Carbondale, Pa.
Jas. J. Williams, Vice President,	Scranton, Pa.
Millard F. Thompson, Secretary, Treasurer,	Carbondale, Pa.
Wilbur F. Sadler, Jr., General Manager,	Carbondale, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Stocher,	Jermyn, Pa.
William Walker,	Mayfield, Pa.
James J. Williams,	Scranton, Pa.
Charles H. Mullin,	Mt. Holly Springs, Pa.
Harry G. Bertem,	Carlisle, Pa.
Wilbur F. Sadler, Jr.,	Carbondale, Pa.
Millard F. Thompson,	Carbondale, Pa.

Date of annual meeting for election of directors: Second Monday of January of each year.
By whom is the road operated: Carbondale Traction Company.
General offices of the company at Carbondale, Pa.
For information relating to this report, address Millard F. Thompson.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter was granted to the Carbondale Traction Company on March 4, 1892, and in April the following organization was effected:
President, John W. Aitken, Carbondale, Pa.
Vice-president, A. H. Chadhorme, Philadelphia, Pa.
Secretary, Millard F. Thompson, Carlisle, Pa.
Secretary and Treasurer Millard F. Thompson, Carlisle, Pa.

DIRECTORS.

James D. Stocher, Jermyn, Pa.
William Walker, Mayfield, Pa.
Jos. J. Williams, Scranton, Pa.
A. H. Chadbourne, Philadelphia, Pa.
Jno. A. Brice, Philadelphia, Pa.
Millard F. Thompson, Carlisle, Pa.
Lewis S. Sadler, Carlisle, Pa.
Original capital stock was increased from $100,000 to $150,000, and $150,000 bonds at six per

cent. were authorized. The stock and bonds were the consideration for the erecting, equipping and constructing of the Carbondale Traction Company, entered into by authority of the organization and Milton Hadden, Jr., Carlisle, Pa. The construction was commenced in May and on September 15 four cars were operated between Jermyn and Carbondale city, about four miles. On September 22, 1892, six cars were operated between Simpson, in Tell township, to and through Jermyn, about six miles, and on June 17, 1893, cars were operated from Simpson, in Tell township, to Miles' hotel, in Archbald, nine miles, and a further extension to Peckville, Pa., almost 7,000 feet, will be completed in about one month.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Road commences at Simpson, in Tell township, thence by said Bellmont road in said township to Carbondale City, thence through said city by Bellmont, Canaan, Church, Salem avenue, Main, Eighth avenue, Brooklyn, Cottage, right of way of N. Y. C. & W. to Carbondale township, then through said township, Providence and Carbondale turnpike crossroad (Lee's), and a prolongation of Lackawanna avenue from Mayfield borough to Mayfield borough, then through said borough to Lackawanna avenue, Poplar street, Main street, to Jermyn, then through Jermyn to Main street, to Archbald thence to Archbald (Miles' hotel), by Providence and Carbondale turnpike.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of sixty sold for	2 50

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipments and buildings,	$300,000 00	Capital stock,	$150,000 00
Building, permanent improvements,	600 00	Funded debt,	150,000 00
New cars,	9,087 00	Unfunded debt,	22,523 23
3 T. and H. equipments,	6,000 00		
Snow plows,	320 00		
Electric heaters,	300 00		
Electric instruments,	70 00		
Track betterments,	2,787 00		
Aitken bill.	425 46		
Other sources,	1,387 21		
Deficit,	1,546 36		
Total,	$322,523 23	Total,	$322,523 23

THE CATHARINE AND BAINBRIDGE STREET RAILWAY COMPANY OF THE CITY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
George W. Elkins, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George W. Elkins,	Philadelphia.
David H. Lane,	do.
George D. Widener,	do.
Clay Kemble,	do.
John B. Peddle,	do.

Date of annual meeting for election of directors: Second Monday of January of each year.
By whom is the road operated: The Philadelphia Traction Company.
General offices of the company at Northwest corner of Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter: May 14, 1889.
Leased to Philadelphia Traction Company for the term of 99 years, from March 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Depot, Schuylkil avenue and Kansas street. On Schuylkill avenue to Bainbridge street, east on Bainbridge street to Front street, south on Front street to Catherine street, west on Catherine street to Gray's Ferry Roads, southwest on Gray's Ferry Road to Thirty-sixth street, returning on Gray's Ferry Road to Christian street, to Schuylkill avenue, to depot.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$3,446 71	Capital stock,	$150,000 00
Construction,	723,487 94	Bonds,	150,000 00
Equipment,	57,763 60	Open account,	484,698 25
Total,	$784,698 25	Total,	$784,698 25

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 1, 1893, $4,500; March 1, 1894, $4,500; six per cent. on par value of capital stock.

CENTRAL ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Stephen P. Stine, President,	Beaver, Pa.
A. R. Leyda, Secretary,	Beaver Falls, Pa.
Theodore P. Simpson, Treasurer,	Beaver Falls, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John C. Whitla,	Beaver Falls, Pa.
A. M. Jolly,	Beaver Falls, Pa.
John H. Elliott,	Beaver Falls, Pa.
A. R. Leyda,	Beaver Falls, Pa.
S. P. Stine,	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday, January.
By whom is the road operated: Beaver Valley Traction Company.
General offices of the company at Beaver Falls, Pa.
For information relating to this report, address A. R. Leyda, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted November 6, 1890. July 3, 1891, contract made for construction of the road. Work completed and road opened for business November 24, 1891, by the Beaver Valley Traction Company, lessees. July 5, 1891, agreement entered into, by and between Central Electric Street Railway Company and the Beaver Valley Traction Company, for the term of 999 years to maintain and operate the railway of the said Central Electric Street Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Pearl and Main streets, New Brighton, Pa., thence along Main street to public road, leading from the borough of New Brighton to Rochester, Pa., thence south along said road to the borough of New Brighton and Rochester township to intersection thereof with public road leading to Sharon bridge, thence along said road and over said bridge into and through borough of Bridgewater to Water street, thence south along Water street in said borough to Bridge street, thence along Bridge street to line between Bridgewater and the borough of Beaver, Pa.; thence along public road or street to Beaver to Third street in said borough; thence along Third street to the intersection thereof with Buffalo street in said borough of Beaver, Pa.

THE CENTRAL TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. I. Whitney, President,	Pittsburgh, Pa.
T. A. Gillespie, Vice President,	do.
Geo. L. Herron, Secretary,	do.
Geo. F. Wright, Treasurer,	do.
W. C. Smith, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. I. Whitney,	Pittsburgh, Pa.
T. A. Gillespie,	Pittsburgh, Pa.
T. B. Atterbury,	Pittsburgh, Pa.
J. R. McGinley,	Pittsburgh, Pa.
A. W. Herron,	Pittsburgb, Pa.
Calvin Wells,	Allegheny, Pa.
E. M. Byers,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Tuesday of February.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address George L. Herron, Thirty-third street and Madison avenue, Pittsburgh, Penn'a.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered December 21, 1888.

Construction commenced about January 1, 1889. Cable road started about March 1, 1890. Centre avenue electric line started March 3, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cable beginning at car barn corner of Herron avenue and Thirty-third street, thence by Herron avenue to Wylie avenue, to Sixth avenue, to Wood street, to Fourth avenue, to Front street, to Webstera avenue, to Sixth street (or High), to Wylie avenue, t oHerron avenue, t ocar barn, corner of Thirty-third street.

Electric beginning at car barn, corner of Herron avenue and Thirty-third street, thence by Herron avenue to Centre, to Fulton street, to Wylie avenue, to Sixth street, to Wood street, to Fourth avenue, to Grant street, to Webster street or avenue, to Sixth, to Wylie, to Fulton street, to Centre avenue, to Herron avenue, to car barn, corner of Thirty-third street.

Connecting with Pittsburgh Traction Company, Duquesne Traction Company, Pittsburgh and Birmingham Traction Company, Federal Street and Pleasant Valley Passenger Railway Company, Allegheny Traction Company, Second Avenue Passenger Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	4 75

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$1,281,272 25	Capital stock,	$898,392 50
Real estate,	92,301 62	Bonds payable,	375,000 00
Cash,	197 50	Unfunded debt,	60 000 00
Sundry accounts receivable,	3,430 39	Sundry accounts payable,	11,999 17
		Loss and gain,	31,810 09
Total,	$1,377,201 76	Total,	$1,377,201 76

THE CENTENNIAL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President,	Philadelphia.
H. C. Murphey, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. N. Carson,	Philadelphia.
W. H. Shelmerdine	do.
J. Levering Jones,	do.
Caleb F. Fox,	do.
E. J. Mathews,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address H. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 20, 1889. The road was constructed and operation commenced by the People's Passenger Railway Company under an agreement dated April 21, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Twenty-fifth street and Fairmount avenue, north on Twenty-fifth to South College avenue, on South College avenue to West College avenue, on West College avenue to Girard avenue, on Girard avenue to Twenty-sixth street, south on Twenty-sixth street to Perot street, east on Perot street to Twenty-fifth street, south on Twenty-fifth street to Fairmount avenue.

CENTRE AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Elias Deemer, President,	Williamsport, Pa.
W. W. Champion, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. W. Champion,	Williamsport, Pa.
W. C. King,	do.
James B. Krause,	do.
Mark A. Champion,	do.

Date of annual meeting for election of directors: January 8, 1894.

By whom is the road operated: Vallamont Passenger Railway Company. For complete details see report of Vallamont Passenger Railway Company.

With what other companies consolidated: None; but operated in connection with the Vallamont Passenger Railway Company, Junction Passenger Railway Company and Citizens' Passenger Railway Company.

General offices of the company at No. 335 Pine street, Williamsport, Pa.

For information relating to this report, address W. W. Champion, secretary and treasurer, No. 335 Pine street, Williamsport, Pa.

What kind of power is used for propelling the cars on your road: Electric from over-head wires.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Centre and West End Passenger Railway Company, was incorporated April 19, 1892, with capital stock of $18,000. Elias Deemer, president; Jas. B. Coryell, secretary and treasurer, and W. W. Champion, W. C. King, James B. Coryell and Mark A. Champion, directors.

The road is operated by the Vallamont Passenger Railway Company, by mutual consent, pending agreement of merger.

The road has been built from Market to Front street, on Front street to Pine street, and on Pine street to Third street, and on Pine street from Fourth street to Philadelphia and Erie Railroad, right of way.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Maynard street at the southern line of the city of Williamsport, Pa.; thence north on Maynard street to Vine street; thence west on Vine street to Seventh avenue; thence north on Seventh avenue to Erie avenue; thence east on Erie avenue to Campbell street; thence south on Campbell street to Edwin street; thence east on Edwin street to Elmira street; thence north on Elmira street to Fifth street; thence east on Fifth street to Pine street; thence south on Pine street to Front street; thence east on Front street to Market street, and returning by single or double track to place of beginning.

GENERAL BALANCE SHEET.

DR.		CR.	
Charter,	$27 65	Capital stock,	$6,000 00
State tax,	90		
Expenses,	7 75		
Construction,	5,963 70		
Total,	$6,000 00	Total,	$6,000 00

CHELTON AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President,	Philadelphia.
H. C. Murphy, Secretary, Treasurer,	do.
R. B. Selfridge, Auditor,	do.
E. D. Albaugh, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. H. Shelmerdine,	Philadelphia.
Robt. N. Carson,	do
J. Levering Jones,	do.
Caleb F. Fox,	do.
Edward J. Mathews,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Chelten Avenue Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, P

For information relating to this report, address H. C. Murphey, treasurer, Eighth and Dauphin strets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 20, 1889. Double tracks have been laid and the road constructed on Rittenhouse street, from Wissahickon avenue to Pulaski avenue, and on Pulaski avenue to Chelten avenue, and on Chelten avenue to Stenton avenue. The road was cuened and cars commenced running July 12, 1892, and the extension from Chew stret to Stenton avenue was opened April 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Double track on Rittenhouse street, from Wissahickon avenue to Pulaski avenue, on Pulaki avenue to Chelten avenue, on Chelten avenue to Stenton avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$62,925 60	Capital stock,	$3,900 00
Equipment,	10,787 54	Unfunded debt,	92,661 43
Real estate,	14,774 67	Sundry maturing accounts,	1,760 77
Supplies,	199 75		
Cash,	1,564 58		
Sundry accounts receivable,	120 89		
Profit and loss,	7,949 17		
Total,	$98,322 20	Total,	$98,322 20

CHESTER STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Samuel A. Dyer, President,	Chester, Pa.
J. G. Dyer, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. B. Lindsay,	Chester, Pa.
Wm. B. Broomall,	do.
Wm. S. Blakely,	do.
Robt. Wetherill,	do.
Richard Wetherill,	do.
Samuel A. Dyer,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Union Railway Company.
General offices of the company at Chester, Pa.
For information relating to this report, address J. G. Dyer, Chester, Pa.
What kind of power is used for propelling the cars on your road: Leased.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor, July 13, 1882, for the Chester Street Railway Company, Chester, Pa. Capital stock, $50,000.00, full paid 1,000 shares $50.00. Road built and opened for travel February 1, 1883. During 1883, capital stock was increased to $80,000 full paid. Branch to Upland built and opened for travel during summer of 1883. February 18, 1887, capital stock increased to $100,000 full paid. Providence avenue branch opened May 7, 1887. The act of May 14, 1889, accepted by the company and letters patent issued by the Governor May 21, 1889. In November, 1890, capital stock was increased to $150,000.00 full paid. January 12, 1891, this company leased its roadway, buildings, real estate, rolling stock, horses, mules, all personal property to the Union Railway Company of Chester, Pa., for a term of ninety-nine years. The Union Railway Company of Chester, under said lease assumes all responsibility for repairs, maintenance, extension, taxation and operating expenses, during continuance of said lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of roadway,	$86,656 46	Capital stock,	$150,000 00
Equipment,	41,772 63		
Real estate and buildings,	21,570 91		
Total,	$150,000 00	Total,	$150,000 00

CHESTER AND MEDIA ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Richard Wetherill, President	Chester, Pa.
J. G. Dyer, Secretary	do.
J. G. Dyer, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
Richard Wetherill	Chester, Pa.
William Broomall	do.
George B. Lindsay	do.
Robert Wetherill	do.
J. Frank Black	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Union Railway Company.
General offices of the company at Chester, Pa.
For information relating to this report, address J. G. Dyer.
What kind of power is used for propelling the cars on your road: Leased.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by the Governor April 18, 1892, for the Chester and Media Electric Railway Company, Chester, Pa. Capital stock $100,000 full paid. Two thousand shares $50.00 each. Road built during summer and fall of 1892, opened for travel in spring of 1893.

April 1, 1893, this company leased its roadway, rolling stock, real estate personal property, etc., to the Union Railway Company of Chester, Pa., for a term of ninety-nine years. The Union Railway Company under said lease assumes all responsibility for repairs, maintenance, extensions, taxes, operating expenses, etc., during continuance of said lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of railway	$188.000 00	Capital Stock	$100,000 00
Equipment	12.000 00	Twenty year 5 per cent. gold loan	100,000 00
Total	$200.000 00	Total	$200,000 00

29-9-'94

CITIZENS' PASSENGER RAILWAY COMPANY, HARRISBURG.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Meyers, President,	Harrisburg, Pa.
J. A. Dunkel, Vice President,	Steelton, Pa.
C. L. Brinser, Secretary and Treasurer,	Harrisburg, Pa.
Linco_n Nissely, General Manager,	Harrisburg, Pa.
F. H. Allemen, General Snperintendent,	Steelton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
C. L. Brinser	Harrisburg, Pa.
J. A. Dunkel,	Steelton, Pa.
J. C. Durbin,	Harrisburg, Pa.
J. B. Eby,	Newport, Pa.
H. G. Eshenour,	Oberlin, Pa.
B. F. Meyers,	Harrisburg, Pa.
W. H. Seibert,	Steelton, Pa.
Geo. H. Sourbier,	Harrisburg, Pa.
F. Eugene Walz,	Harrisburg, Pa.

Date of annual meeting for election of directors: First Monday in January.
By whom is the road operated: Citizens' Passenger Railway Company.
General offices of the Company at Harrisburg and Steelton, Pa.
For information relating to this report, address C. L. Brinser, secretary, Harrisburg.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was organized January 6, 1892, for the purpose of constructing, maintaining and operating an electric railway from Harrisburg, Pa., to Oberlin, Pa., via. Steelton, Pa.

The company was organized with the following officers: J. A. Dunkle was elected president, and J. A. Dunkle, W. H. Seibert, C. L. Brinser, J. C. Durbin, Christian Hess, M. F. Snavely, H. G. Eshenour, F. H. Aleemen and S. S. Page, directors.

Capital stock $100,000 divided into 2,000 shares.

Application for charter made and obtained January 11, 1892. On May 1, 1892, construction of the road began and a portion of the track was laid on Front, Washington, Meadow Lane, and Berryhill streets, Harrisburg, Pa., also on Third, Walnut, Short, Spruce, North, Elder, Margarette, New Fourth, Maclay and Pennsylvania avenue all streets in the city of Harrisburg.

During the year 1892, the line having been extended from time to time that the tracks now occupy streets in townships of Susquehanna and Swatara, borough of Steelton, and villages occupy additional streets in townships of Susquehanna and Swatara, borough of Steelton and villages of Enhaut and Oberlin. At the annual meting of January 9, 1893, after the resignation ofMessrs. Snavely, Page and F. H. Alleman as directors, the following new directors were elected F. E. Walze, Geo. R. Allemen and B. F. Meyers. Upon the declination of J. A. Dunkel, as president. B. F. Meyers was elected president.

On January 25, 1893, the stockholders voted for an increase of capital stock from $100,000 to $200,000. On October 31, 1893, the stockholders again met and voted for an increase of capital stock from $200,000 to $350,000. At the annual meeting of stockholders on January 8, 1894, the present officers of the company were duly elected.

The operation of the road was first started October 12, 1892, with four cars, which number has been increased to twenty-two up to date. Power station is located at Steelton. Three Westinghouse generators of 300 and 150 Kilo Watt capacity are belted direct to the Harrisburg Foundry and Machine Company, tandem compound condensing engines. Boiler plant consists of four one hundred and fifty horse power boilers furnished by the same company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point at the norther limits of Main street, Oberlin, thence along Main to High street, Oberlin, thence along High street to Cumbler street, Enhant, thence to Water street, thence to Grove street, thence to Chambers street, all in Swatara township; thence to second street, borough of Steelton; thence to Pine street, thence to Harrisburg street; on Harrisburg street to borough limits; thence along Harrisburg street to Berryhill street, Swatara township; thence along Berryhill street to Harrisburg city limits; thence on Berryhil street, in Harrisburg, to Tenth street; thence to Paxton street, thence to Front street, thence to Washington street, and Meadow lane to Third street; on Third to Walnut; thence to Fifth to North; thence to Capitol, thence to Maclay street, Susquehanna township; thence to Seventh; thence to Park lane; thence to Sixth street, Susquetownship, on Seventh street in the city of Harrisburg from Maclay to North, on North to Fifth street aforesaid; on Front street to Iron avenue in Swatara township; on Gibson street from Harrisburg street to borough of Steelton limits to North Second street, thence to Adams street; thence to Front street; on Trivle to Main street; on Main street to Chiques street; on Chiques street to Franklin street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account, including real estate, etc.,	$211,340 29	Capital stock,	$206,470 00
Equipment account, including power station construction, etc.,	107,051 33	Mortgage bonds,	75,000 00
Supplies on hand,	1,000 00	Bills payable,	30,821 37
Bills receivable,	1,850 00	Accounts payable,	12,361 93
Cash,	3,483 04	Profit and loss,	6,116 52
Accounts receiveable,	6,045 16		
Total,	$330,769 82	Total,	$330,769 82

IMPORTANT CHANGES DURING THE YEAR.

An extension of three and a half miles from Steelton to Oberlin, was constructed and put into operation during the year. Also an extension from Maclay street to West End park, was constructed and put into operation at the same time, a distance of one mile.

CITIZENS' PASSENGER RAILWAY COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
Charles E. Ellis, President,	Philadelphia.
Adam A. Stall, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCE.
Charles E. Ellis,	Philadelphia.
R. M. Hartley,	do.
Frank H. Ellis,	do.
John H. Sloan,	do.
John McCarthy,	do.
Jeremiah J. Sullivan,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated: Electric Traction Company.
General offices of the company at Eleventh and Colona.
For information relating to this report, address A. A. Stall, 813 Chestnut street, Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated March 25, 1858. Construction of road from Columbia avenue to Reed street, May, 1858; extended north to Montgomery avenue, 1863; extended north to Susquehanna avenue, 1877; extended south to Mifflin street, 1873.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	$484.452 88	Capital stock,	$192,500 00
Supplies,	3,572 89	Surplus reserve and profit and loss, all of which, except $3,572.89, has been expended for construction, equipment and real estate,	$295,525 77
Total,	$488,025 77	Total,	$488,025

STOCKS AND DIVIDENDS.

Paid in dividends, cash,	$120,000 00
Balance for the year, or surplus,	3,572 89
Surplus at the commencement of the year,	30,668 68
Total surplus,	3,572 89
Surplus invested as follows:	
Cash on loans,	$3,572 89

CITIZENS' PASSENGER RAILWAY COMPANY, McKEESPORT.

OFFICERS.

NAMES.	RESIDENCES.
Jas. S. Kuhn, President,	McKeesport, Pa.
W. A. Dunshee, Vice President,	McKeesport, Pa.
Hamer C. Stewart, Secretary, Treasurer,	McKeesport, Pa.
W. W. McCleary, General Superintendent,	Braddock, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. S. Kuhn,	McKeesport, Pa.
J. A. O'Neill,	McKeesport, Pa.
W. E. Harrison,	McKeesport, Pa.
Horace Crosby,	Pittsburgh, Pa.
W. A. Dunshee,	McKeesport, Pa.

By whom is the road operated: Citizens' Passenger Railway Company.
General offices of the Company at McKeesport, Pa., corner Sinclair and Ringold streets.
For information relating to this report, address the company at McKeesport, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, October, 1892. Organized in November, 1892. Work commenced and one and one-half miles of the road completed and in operation May, 1893. Single track road operating two cars.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth and Locust streets, opposite Baltimore and Ohio depot; thence along Locust street to Shany avenue; thence to Jenny Lind street, and along Jenny Lind to Turnout; over Turnout from Locust street along Sixth street to Baltimore and Ohio Railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction car barn,	$879 30	Property and loss,	$631 61
Construction track and road bed,	36,217 30	Bills payable,	9,781 50
Construction cars and equipment,	16,580 96	Stock,	36,950 00
Construction trolley and fender line,	4,023 99	Ledger balance,	13,648 43
Construction tools and machinery,	268 59		
Real estate,	2,200 00		
Supplies on hand,	266 66		
Cash,	574 74		
Total,	$61,011 54	Total,	$61,011 54

CITIZENS' PASSENGER RAILWAY COMPANY, PITTSBURGH.

OFFICERS.

NAMES.	RESIDENCES.
James Verner, President,	Pittsburgh, Pa.
Jas. J. Donnell, Secretary,	do.
Nath'l Holmes, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James Verner,	Pittsburgh, Pa.
James J. Donnell,	do.
Christopher L. Magee,	do.
H. S. A. Stewart,	do.
John G. Holmes,	do.

By whom is the road operated: Citizens' Traction Company.
With what other companies consolidated: Leased to Citizens' Traction Company.
Date of consolidation: The above lease went into effect September 1, 1887.
General offices of the company at Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company was incorporated under an act, entitled "An act to incorporate the Citizens' Passenger Railway Company," approved March 22, 1859.

The road of this company was operated as the horse car road until leased to the Citizens' Traction Company, September 1, 1887.

On the 1st of September, 1887, all the property and franchises of the Citizens' Passenger Railway Company passed into the possession and control of the Citizens' Traction Company, and since that date the road has been operated by the latter company. All the stock of the railway company having been purchased by the Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cecil alley to Liberty street, to Seventh, to Penn, to Forks of road, where one branch continues on Penn avenue to East Liberty, and the other branch along Butler street to Sharpsburg, on the north side of the Allegheny river.

CITIZENS' PASSENGER RAILWAY COMPANY, NORRISTOWN.

OFFICERS.

NAMES.	RESIDENCES.
John Slingluff, President	Norristown, Pa.
James W. Shepp, Vice President	Philadelphia.
George R. Kite, Secretary	Norristown, Pa.
George Shannon, Treasurer	Norristown, Pa.
J. D. B. Shepp, General Superintendent	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
James W. Shepp	Philadelphia.
Daniel B. Shepp	Philadelphia.
W. B. Krick	Reading, Pa.
Joseph Fornance	Norristown, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Citizens' Passenger Railway Company of Norristown, Pa.
General offices of the company at Norristown, Pa.
For information relating to this report, address George Shannon, treasurer.
What kind of power is used for propelling the cars on your road: Electric power.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of 50 sold for	2 00

GENERAL BALANCE SHEET.

DR.		CR.		
Real estate	$7,602 89	Capital stock	$49,520 00	
Road and equipment	102,290 48	Capital stock, second series	30,000 00	
Profit and loss	6,802 51			$79,520 00
Sundry expenses	12,214 40	Loan		9,000 00
Cash	2,285 78	Bills payable		25,000 00
		Receipts, fare, etc.		17,596 06
Total	$131,116 06	Total		$131,116 06

IMPORTANT CHANGES DURING THE YEAR.

Extension of one mile on Egypt street northwest, and a half mile on said street southeast, also extended the road 800 feet on Oak street.

CITIZENS' PASSENGER RAILWAY COMPANY, WILLIAMSPORT.

OFFICERS.

NAMES.	RESIDENCES
J. Henry Cochran, President,	Williamsport, Pa.
W. W. Champlon, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Elias Deemer,	Williamsport, Pa.
Jas. B. Krause,	do.
W. W. Champion,	do.
A. M. Champion,	do.

Date of annual meeting for election of directors: January 8, 1894.

By whom is the road operated: By the Vallamont Passenger Railway Company. For complete details see report of Vallamont Passenger Railway Company.

With what other companies consolidated: None; but operated by the Vallamont Passenger Railway Company, in connection with the Junction Passenger Railway Company and the Centre and West End Passenger Railway Company.

General offices of the company at No. 335 Pine street, Williamsport, Pa.

For information relating to this report, address W. W. Champion, secretary and treasurer, No. 335 Pine street, Williamsport, Pa.

What kind of power is used for propelling the cars on your road: Electric from over-head wires.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Citizens' Passenger Railway Company, March 28, 1892, with capital stock of $13,500. J. Henry Cochran, president; W. W. Chamuion, secretary and treasurer; Elias Deemer, James B. Krouse, W. W. Champion and A. M. Champion, directors.

Route: Beginning on Pine street at Fifth street in the city of Williamsport, State of Pennsylvania; thence north on Pine street to Sixth street; thence west on Sixth street to Hepburn street; thence north on Hepburn street to Park avenue; thence west on park avenue to Cemetery street; thence north on Cemetery street to public highway leading to Wildwood cemetery; thence northward along the several courses of the said highway in said city and in Loyalsock township to the entrance gate of said Wildwood cemetery, and thence returning by single or double track to place of beginning.

This road is operated by the Vallamont Passenger Railway Company, by mutual consent, pending an agreement of merger.

The road has been constructed from Market street, along Sixth street to Hepburn street; Hepburn street to Park avenue; Park avenue to Campbell street, and from Park avenue on Campbell street to Rural avenue.

November 23, 1893, capital stock of company was duly increased from $13,500 to $24,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at corner of Pine and Fifth streets, city of Williamsport, Pa.; thence north on Pine street to Sixth street; west on Sixth street to Hepburn streeet; north on Hepburn street to Park avenue; west on Park avenue to Cemetery street, north on Cemetery street to public highway leading to Wildwood cemetery; northward by and along the several courses of said highway in the city of Williamsport, Pa., and Loyalsock township to gate of the said Wildwood cemetery, and returning by single or double track to point of beginning; connecting at Campbell street and Erie avenue withVallamont Passenger Railway Company's track, and at Market and Sixth streets with tracks of Junction Passenger Railway Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Account charter,	$28 65	Capital stock paid in,	$20,000 00
Account expense,	47 75		
Account state tax,	1 35		
Account construction,	19,922 25		
Total,	$20,000 00	Total,	$20,000 00

CITIZENS' TRACTION PASSENGER RAILWAY COMPANY, PITTSBURGH.

OFFICERS.

NAMES.	RESIDENCES.
John G. Holmes, President,	Pittsburgh.
H. S. A. Stewart, Vice President,	do.
John G. Bright, Secretary,	do.
Nath'l Holmes, Treasurer,	do.
J. G. Bright, Auditor,	do.
J. E. Rugg, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John G. Holmes,	Pittsburgh.
James Verner,	do.
James J. Donnell,	do.
John B. Jackson,	do.
Christopher L. Magee,	do.
H. S. A. Stewart,	do.
John Gripp,	do.

Date of anual meeting for election of directors: Third Monday in November.

By whom is the road operated: Citizens' Traction Company.

General offices of the company at Pittsburgh, Pa., Room No. 6, Jackson building, corner Penn avenue and Sixth street.

For information relating to this report, address John G. Holmes, president.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July 6, 1887.

Leased the Citizens' Passenger railway and the Transverse Passenger railway, both horse power roads, and the power was changed to cable; the first car being propelled by cable in January, 1889.

The line to Sharpsburg was changed later from horse to electric power, and cars first operated by electricity in December, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cable—Cecil alley, Liberty street, Seventh street, Penn avenue, Butler street, intersection Pittsburgh, Allegheny and Manchester, Pleasant Valley and Duquesne, all electric roads.

Electric—Butler street, Pittsburgh; Main street, Sharpsburg.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	7 & 8 cts.
Tickets in packages of five sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Stocks and bonds,	$2,192,664 93	Capital stock,	$3,000,000 00
Construction,	1,897,123 73	Mortgage bonds,	1,250,000 00
Equipment,	189,685 41	Purchase money mortgages,	120,000 00
Real estate,	309,777 81	Bills payable,	83,662 29
Aspinwall Street Railway,	31,198 57	Accounts payable,	28,267 19
Treasurer,	28,787 80	Profit and loss,	167,308 77
Total,	$4,649,238 25	Total,	$4,649,238 25

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893, three per cent.; January, 1894, three per cent.

CITY PASSENGER RAILWAY COMPANY OF ALTOONA, PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
John Lloyd, President,	Altoona, Pa.
C. A. Buch, Secretary and Treasurer,	do.
C. L. West, Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Lloyd,	Altoona, Pa.
A. C. Shand,	do.
M. H. Mackey,	do.
James C. Hughes,	do.
M. H. Canan,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The City Passenger Railway Company of Altoona, Pa.

General offices of the company at Altoona, Pa.

For information relating to this report, address C. A. Buch, secretary and treasurer, Altoona, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized February 18, 1882. Chartered March 10, 1882. Rechartered 1889, under act of May, 1889. Original capital stock, $40,000. Increased to $180,000, again increased to $250,000, and reduced to $200,000.

Route from Kettle street and Sixth avenue to Fourth street; down fourth street to Eighth avenue; upon, over and along Eighth avenue to Seventeenth street; upon Seventeenth street to Bridge street; Bridge street to Eleventh avenue; Eleventh avenue to Eleventh street; Eleventh street to Chestnut avenue; Chestnut avenue to city line at First street; thence over public road to Juniata; also from Seventeenth street to Seventh avenue; down Seventh avenue 3,260 feet; also on Union avenue and Broad avenue, from Bridge street, 5,500 feet. First electric car ran July 4, 1891, whole line in operation November 15, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning 4,800 feet east of First street to Chsstnut avenue in Juniata; west on Chestnut avenue to Eleventh street, south on Eleventh

street to Eleventh avenue; west on Eleventh avenue to Bridge street; southeast on Bridge street to Seventeenth street; Seventeenth street to Eighth avenue; east on Eighth avenue to Fourth street; Southeast on Fourth street to Sixth avenue; east on Sixth avenue to city line.

One branch Seventeenth street to Eighth avenue; southeast on Seventeenth street to Seventh avenue; southwest on Seventh avenue to Twenty-fifth street.

One branch Junction of Union avenue to Bridge street and Eleventh avenue; west on Eleventh avenue to Eighteenth street; southeast on Eighteenth street to Unoin avenue; southwest on Union avenue to Broad street; west on Broad street to Twenty-seventh street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	Free.
Tickets in packages of twenty-five sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$255,543 41	Capital stock,	$200,000 00
Cash on hand,	1,125 09	Bonds,	50,000 00
		Unfunded debt,	6,668 50
Total,	$256,668 50	Total,	$256,668 50

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July. 1893, four per cent. on capital stock $180,000, $7,200.

Paid in dividends, cash, $7,200 00

IMPORTANT CHANGES DURING THE YEAR.

On Broad street line took up forty-eight and one-half pound rail and relaid for 3,200 feet with 70 lb. girder rail on concrete foundation.

COALVILLE PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
A. A. Sterling, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 29, 1869.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment, etc., . . .	$73,575 00	Capital stock paid in, ...	$61,575 00
		Balance due on mortgages, ...	12,000 00
Total, ...	$73,575 00	Total, ...	$73,575 00

COLLEGE AND GRANDVIEW ELECTRIC STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Chas. P. Wallace, President, ...	Beaver Falls, Pa.
A. R. Leyda, Secretary, ...	Beaver Falls, Pa.
John P. Sherwood, Treasurer, ...	New Brighton, Pa.
A. R. Leyda, General Manager, General Superintendent, ...	Beaver Falls, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Charles P. Wallace, ...	Beaver Falls, Pa.
John P. Sherwood, ...	New Brighton, Pa
A. R. Leyda, ...	Beaver Falls, Pa.
George E. Smith, ...	Beaver Falls, Pa.
John White, ...	Beaver Falls, Pa.

Date of annual meeting for election of directors: First Monday in August.
By whom is the road operated: College and Grandview Electric Street Railway Company.
General offices of the company at 1011 Seventh avenue, Beaver Falls, Pa.
For information relating to this report, address A. R. Leyda, Beaver Falls, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted July 1, 1893; the road was constructed in June and July of same year and was completed and begun operation July 31, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at a point in College Hill borough, on College avenue, at the northern termini of the Beaver Valley Traction Company's line; thence north along College avenue to Sixth street; thence west along Sixth street to First avenue; thence north along First avenue to its intersection with College avenue: thence north along College avenue to termini.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road, ...	$10,888 00	Capital stock, ...	$15,000 00
Equipment, ...	5,112 00	From stockholders, ...	1,000 00
Deficit, ...	805 78	Accounts payable, ...	805 78
Total, ...	$16,805 78	Total, ...	$16,805 78

COLUMBIA AND DONEGAL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. B. Given, President,	Columbia, Pa.
Frank S. Given, Secretary,	do.
Horace L. Haldeman, Treasurer.	do.
Frank S. Given, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
William B. Given,	Columbia, Pa.
James A. Meyers,	Columbia, Pa.
S. S. Detwiler,	Columbia, Pa.
John A. Coyle,	Lancaster, Pa.
Edward McGovern,	Lancaster, Pa.
Michael Reilley,	Lancaster, Pa.
Horace L. Haldeman,	Cbickies, Pa.
B. Frank Heistand,	Marietta, Pa.
John A. Moust,	Marietta, Pa.
D. R. King,	Columbia, Pa.

By whom is the road operated: Owners to July 10, 1894.

With what other companies consolidated: Leased by Pennsylvania Traction Company, July 10, 1894.

Date of consolidation: July 10, 1894.

General offices of the company at 224 Locust street, Columbia, Pa.

For information relating to this report, address Frank S. Given, secretary, Columbia, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and conections: From borough limits of Columbia, Pa., throught West Hempfield and East Donegal townships to Marietta, Pa., and through the borough of Marietta, the cars of this company pass over a portion of the tracks of the Columbia and Ironville Street Passenger Railway Company, in the borough of Columbia.

RATE OF FARE FOR PASSENGERS.

Single fare,	5, 8 & 12 cts.
Exchange tickets,	5, 8 & 12 cts.
Excursion tickets,	15 & 20 cts.

Workman's tickets sold fifty-four trips for $3.50 from Columbia to Marietta.

IMPORTANT CHANGES DURING THE YEAR.

This company was leased to the Pennsylvania Traction Company, dated July 10, 1894.

COLUMBIA AND IRONVILLE STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. B. Given, President,	Columbia, Pa.
Frank S. Given, Secretary,	do.
Joseph Janson, Treasurer,	do.
Frank S. Given, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
William B Given,	Columbia, Pa.
John A. Coyle,	Lancaster, Pa.
Edward McGovern,	Lancaster, Pa.
Michael Reilly,	Lancaster, Pa.
James A. Meyers,	Columbia, Pa
S. S. Detwiler,	Columbia, Pa.
B. Frank Conner,	Columbia, Pa.

Date of annual meeting for election of directors: Second Monday in January each year.

By whom is the road operated: By owners to February 7, 1894, from February 7, 1894, leased and operated by Pennsylvania Traction Company.

With what other companies consolidated: No consolidation until February 7, from said date with Pennsylvania Traction Company.

Date of consolidation: February 7, 1894.

General offices of the company at Columbia, Lancaster county, Pa.

For information relating to this report, address Frank S. Given, secretary, Columbia, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: These cars pass out of town and run over another road, which mileage will show in another report.

We have put in a large plant and sell power to another road.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	5
Tickets in packages of six sold for,	25
Tickets in packages of fifty for daily use,	1 50

IMPORTANT CHANGES DURING THE YEAR.

This company was leased to the Pennsylvania Traction Company, dated from February 7, 1894.

CONNELLSVILLE, NEW HAVEN AND LEISENRING PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John D. Frisbell, President.	Connellsville, Pa.
John K. Ewing, Jr., Secretary.	Uniontown, Pa.
Eugene F. Morton, Treasurer,	Connellsville, Pa.
John L. Gans, General Superintendent,	Connellsville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John K. Ewing,	Uniontown, Pa.
Nathaniel Ewing,	Uniontown, Pa.
John K. Ewing, Jr.,	Uniontown, Pa.
A. D. Boyd,	Uniontown, Pa.
Joseph Solsson,	Connellsville, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Themselves.
General offices of the company at Connellsville, Pa.
For information relating to this report, address E. S. Norton, treasurer, Connellsville, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the laws of the State of Pennsylvania in the spring of 1891. The charter being granted in May 9 of that year.

The construction of the road was commenced immediately after receipt of charter. A portion of the road and power station were completed the latter part of October, 1891, and on the 31st day of that month the road began operation.

The road was not pushed on to Graham's Crossing (its present terminus) until the spring of 1892.

The road is operated by the company owning it.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the extreme eastern end of Ashman avenue, in the borough of New Haven, Pa., and running westwardly over said street to Eighth street, thence south one block over Eighth street, thence west over private lands and lands of the company to a point where it again enters Ashman avenue and runs along said avenue to the borough line, thence westward over the Mud pike in Dunbar township, Fayette county, Pa., to Graham's Crossing, a distance of about four and one-half miles.

It connects with no other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

DR.			CR.	
Construction account		$67,440 52	Capital stock account	$70,000 00
Equipment account:			Funded 5 per cent. loan	13,000 00
Electrical	$22,263 41		Bills payable	26,300 00
Cars	5,093 40		Accounts payable	503 37
Steam plant	9,446 33		Profit and loss account	2,910 19
		36,803 14		
Real estate account		5,247 59		
Office fixtures account		73 50		
Tools account		513 92		
Repairs account (material on hand per inventory)	$505 78			
Operating expenses account (material on hand per inventory)	118 45			
Maintenance of way account (material on hand per inventory)	16 70			
		640 93		
Cash on hand		1,425 14		
Wreck account		568 82		
Total		$112,713 56	Total	$112,713 56

STOCKS AND DIVIDENDS.

Surplus at commencement of the year	$3,951 73
Balance for the year, deficit for year	1,041 54
Total surplus	$2,910 19
Cash and loans	$1,425 14
Material, fuel and stores	640 93
Other items	844 12

CONTINENTAL PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. L. Elkins, President	Philadelphia.
D. W. Dickson, Secretary, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener	Philadelphia.
Clay Kemble	do.
George W. Elkins	do.
Wm. J. Elliott	do.
George D. Widener	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Philadelphia Traction Company.

With what other companies consolidated: Union Passenger Railway Company and Seventeenth and Nineteenth Streets Passenger Railway Company.

Date of consolidation: January 1, 1880, and July 1, 1879.

General offices of the company at northwest corner Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 3, 1873.

This company was leased to the Union Passenger Railway Company, January 1, 1880, for a period of ninety-nine years.

This company is now operated by the Philadelphia Traction Company, under a lease of the Union Passenger Railway Company.

This company leased the Seventeenth and Nineteenth Streets Passenger Railway Company, for a period of ninety-nine years, July 1, 1879.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Included in report of Philadelphia Traction Company.

RATE OF FARE FOR PASSENGERS.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate	$113,837 89	Capital stock	$580,000 00
Equipment	103,644 89	Bonds	350,000 00
Construction	160,008 76	Open accounts	47,491 54
Stocks	600,000 00		
Total	$977,491 54	Total	$977,491 54

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January and July twelve per cent. on par value, capital stock.

Paid in dividends, cash, ... $120,000 00

DELAWARE COUNTY AND PHILADELPHIA ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. S. Austin, President	930 Market street, Philadelphia.
S. L. Kent, Vice President	Clifton Heights, Pa.
Samuel Haigh, Secretary	930 Market street, Philadelphia.
W. H. Sayen, Treasurer	930 Market street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
S. L. Kent	Clifton Heights, Pa.
J. W. Phillips	Clifton Heights, Pa.
E. V. Kane	Lansdowne, Pa.
J. B. Robinson	Media, Pa.
W. H. Sayen	Philadelphia.
J. S. Austin	Philadelphia.

By whom is the road operated: Themselves.

General offices of the company at 930 Market street, Philadelphia.

For information relating to this report, address 930 Market street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter dated May 11, 1892. Construction began June, 1893. Cars began running between Angora and Prunios May, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Baltimore avenue from Philadelphia city line at Angora to Prunios, about four miles, is now in operation.

On Baltimore avenue from Prunios, west to Swarthmore (about three miles), just completed, but cars not running. Total, seven miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$158,359 13	Capital stock,	$98,000 00
Expenses,	378 00	Bonds,	64,000 00
Cash,	3,262 87		
Total,	$162,000 00	Total,	$162,000 00

DU BOIS TRACTION PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
M. D. Wayman, President,	DuBois, Pa.
David Reams, Vice President,	DuBois, Pa.
J. D. Bailey, Secretary,	Ford City, Pa.
G. E. Grier, Treasurer,	DuBois, Pa.
C. E. Bostwick, Auditor,	DuBois, Pa.
M. D. Wayman, General Manager,	DuBois, Pa.
S. R. Smith, General Superintendent,	DuBois, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
M. D. Wayman,	DuBois, Pa.
David Reames,	DuBois, Pa.
J. W. Grier,	DuBois, Pa.
J. C. Grier,	Punxsutawney, Pa.
J. D. Bailey,	Ford City, Pa.
A. C. Bailey,	Ford City, Pa.
C. J. Jessop,	Kittanning, Pa.

Date of annual meeting for election of directors: January 8th.

By whom is the road operated: Above company.

General offices of the company at Du Bois, Pa.

For information relating to this report, address J. D. Bailey, Du Bois.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 18, 1890.

Construction was completed in 1891. The road has been operated since completion with fairly satisfactory results. The depression of the times has very materially affected the business of the road. The gross receipts of this year being much less than last.

We have had no accidents or damage to either person or property.

30–9–94.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Main street at Rumberger cemetery, thence along Main street to Booth street, thence along Booth street to Long street, thence along Long street to Courtney street, thence along Courtney street to Plank road, thence along Plank road to Railroad street, thence along Railroad street to Du Bois house.

Addition to original charter: Railroad street to Fifth avenue, thence along Fifth avenue to Du Bois avenue, thence along Du Bois avenue to township line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$62,431 83	Capital stock,	$50,000 00
Real estate,	2,000 00	Bills payable,	18,635 88
Material on hand,	100 00	Receipts from passengers,	7,313 87
Expenses on road bed,	392 13		
Maintaining road and operating,	6,735 57		
Profit and loss,	4,290 22		
Total,	$75,949 75	Total,	$75,949 75

DUQUESNE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. L. Magee, President,	Pittsburgh, Pa.
James A. McDevitt, Vice President and Secretary,	Lancaster, Pa.
John F. Steel, Treasurer,	Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
C. L. Magee,	Pittsburgh, Pa.
Geo. Rice,	Pottstown, Pa.
Joshua Rhodes,	Pittsburgh, Pa.
James A. McDevitt,	Lancaster, Pa.
C. H. McKee,	Pittsburgh, Pa.

By whom is the road operated: The Pittsburgh Traction Company.

What road, or roads, are leased to and operated by your company: The Duquesne Street Railway Company.

General offices of the company at Pittsburgh.

For information relating to this report, address James McDevitt, secretary, care of Freehold Bank, Pittsburgh.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25, 1890, under act of March 22, 1887. Consent of councils of city of Pittsburgh granted on February 28, 1890, to enter upon streets occupied by street railways which should be operated by or supplied with motive power by the Duquesne Traction Company.

The construction of the company's power plant, shops, overhead lines and appliances were provided with and so far completed that in the latter part of February, 1891, a considerable

part of its overhead lines were constructed and its power plant set in operation for the purpose of testing the same.

The main portion of the power house was then destroyed by fire and the electric apparatus so injured that they were unfit for use. The reconstruction of the power house was at once proceeded with, the power plant rebuilt and the company began operations on part of its lines on May 21, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The company at the western end of its route in Pittsburgh uses a loop beginning at the corner of Diamond and Ross streets, thence along Diamond street, Grant street, Sixth avenue, Wood street, Fourth avenue and Ross street, back to corner of Ross and Diamond streets, thence by double lines along Forbes street, Craig street, Ellsworth avenue, Neville street, Center avenue, Negley avenue, Bryant street, Highland avenue, Kirkwood street, across private property to eastern end of Ellsworth avenue, along Ellsworth avenue to western end thereof, across private property to Craig street, at car barn. Also a loop from Kirkwood street, along Kirkwood, Union and Broad streets, Frankstown avenue, Lincoln avenue, Shetland street, Larimer avenue, Station street, Collins avenue and Kirkwood street to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Single fare,	0 07

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, roadway and overhead line work,	$1,197,087 48	Capital stock,	$3,000,000 00
Real estate and buildings,	307,369 81	Funded debt,	1,500 000 00
Railway stocks and franchises,	2,460,029 54	Surplus,	58,783 88
Equipment account,	453,203 48		
Machinery account,	87,513 92		
Account due company,	45,390 62		
Cash,	8,189 03		
Total,	$4,558,783 88	Total,	$4,558,783 88

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$58,783 88
Total surplus,	$58,783 88
Surplus invested as follows:	
Cash,	$8,189 03
Balance of accounts due company,	45,390 62
Other items,	5,204 23

EAST END PASSENGER RAILWAY COMPANY, WILLIAMSPORT.

OFFICERS.

NAMES.	RESIDENCES.
J. R. T. Ryan, President,	Williamsport, Pa.
Thos. Sandy, Secretary,	do.
J. H. Boyer, Treasurer,	do.
D. R. Boyer, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. R. T. Ryan,	Williamsport, Pa.
Thos. Sandy,	do.
J. H. Boyer,	do.
H. C. Young,	do.
J. M. Young,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated: East End Passenger Railway Company.
What road, or roads, are leased to and operated by your company: East End.
General offices of the company at Williamsport, Pa.
For information relating to this report, address J. R. T. Ryan, president.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered June 11, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fourth and Franklin, to Washington, to Almon, to Franklin.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 06

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$24,878 75	Capital stock,	$18,000 00
Equipment,	6,616 03	Bonds,	12,000 00
Real estate,	498 05	Notes,	7,000 00
Profit and loss,	915 56		
	4,091,61		
Total,	$37,009 00	Total,	$37,000 00

EAST HARRISBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Q. Denney, President,	South Cameron St., Harrisburg, Pa.
T. D. Greenawalt, Vice President,	130 Walnut street, Harrisburg, Pa.
W. J. Calder, Secretary,	503 N. Front street, Harrisburg, Pa.
F. B. Musser, General Superintendent,	220 S. Thirteenth St., Harrisburg, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
George Pancake,	705 S. Front street, Harrisburg, Pa.
E. C. Felton,	Steelton, Pa.
Edward Bailey,	Front and Reily Sts., Harrisburg, Pa.
T. D. Greenawalt,	130 Walnut street, Harrisburg, Pa.
David Fleming,	Front and South Sts., Harrisburg, Pa.
James M. Cameron,	Front and State Sts., Harrisburg, Pa.
E. Z. Wallower,	410 N. Third street, Harrisburg, Pa.
George Reily,	Front and Reily Sts., Harrisburg, Pa.
John Q. Denney,	S. Cameron street, Harrisburg, Pa.

Date of lease: With Harrisburg City Passenger Railway Company, May 18, 1892; with Middletown, Highspire and Steelton Street Railway Company, January 1, 1893.
What road, or roads, are leased to and operated by your company: Harrisburg City Passenger Railway Company; Middletown, Highspire and Steelton Street Railway Company by lease for ninety-nine years.
General offices of the company at No. 5 South Second street, Harrisburg, Pa.
For information relating to this report, address Wm. J. Calder, Treasurer, East Harrisburg Passenger Railway Company, Harrisburg, Pa.
What kind of power is used for propelling the cars on your road? Electricity; overhead trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was first chartered July 23, 1886, but another charter was taken out under the law of 1889, which was passed to overcome the difficulties of special legislation.
The original line was built to Twenty-first and Derry streets, on Allison Hill and the first car was run n October, 1886.
In December of the following year the first car was run to Steelton.
In May, 1891, the lines of the Harrisburg City Passenger Railway Company were leased by this company and were equipped for electricity, and in January, 1893, the line of the Middletown, Highspire and elton Railway Company was leased.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied, and connections: Allison's Hill Line—Fourth street from State street to Thirteenth street, on Thirteenth street from State street to Derry street, on Derry street from Thirteenth street to Paxtang, connecting with city line on Fourth and State streets. Steelton Line—Mohn street, Steelton, to Hemlock street, Harrisburg, on Hemlock street from Cameron to Ninth street, on Ninth street from Hemlock street over Dock street bridge to Race street, on Race street from Dock to Vine street, on Vine from Race to Second street, on Second street from Vine to Chestnut street, on Chestnut from Second to Fourth street, on Fourth to Market street, on Market street to Market Square, there connecting with City Line. City Line—Second street to Reily street, on Reily to Sixth street. Third street—From Maclay street to Walnut street, there connecting with Second street line and running down Market street. Sixth street—From Fourth and Market streets, on Fourth to Sixth street, on Sixth street to city limits, and on extension of Sixth street to Lalance and Grosjean Works Progress Line—From Thirteenth and Walnut streets to Eighteenth, to State, out State to Jonestown road, out Jonestown road to Progress.

RATE OF FARE FOR PASSENGERS.

Single fare	$ 05
Tickets in packages of 25 sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Cash	$18,438 61	Capital stock	$500,000 00
Real estate, E. H.	40,798 03	Amount borrowed	160,137 00
Real estate, C. P.	10,189 09	Bills payable	86,722 46
Equipment	269,902 84	Construction, M. H. and S. Street railway	15,108 32
Office furniture and fixtures	1,896 55	Contingent fund	3,732 41
Supply coal	313 96		
Supplies	4,348 13		
Roadway, E. H.	186,413 39		
Roadway, C. P.	207,095 84		
Switch back	3,466 56		
Stock (material, rails, ties, etc., on hand)	5,250 38		
Paxtang Park	6,976 17		
Bills receivable	10,610 64		
Total	$765,700 19	Total	$765,700 19

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:

January 1, 1894, 5 per cent. dividend on $500,000.00	$25,000 00
July 1, 1894, 2½ per cent. dividend on $500,000.00	12,500 00
	$37,500 00
Paid in dividends, cash	$37 500 00

IMPORTANT CHANGES DURING THE YEAR.

Allison's Hill line was extended from Walnut and Thirteenth streets to Progress.

EAST READING ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. J. Brumbach, President	Reading, Pa.
J. G. Lembach, Vice President	do.
A. H. Fegley, Secretary	do.
I. W. Levan, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. G. Lembach	Reading, Pa.
Jno. H. Printz	Reading, Pa.
J. A. Strohecker	Reading, Pa.
Geo. W. Bard	Reading, Pa.
W. R. McIlvain	Reading, Pa.
Frank P. Esterly	Esterly P. O., Berks county, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Reading Traction Company.
General offices of the company at Reading, Pa.
For information relating to this report, address A. J. Brumbach, Reading, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized August, 1888, and built from East Reading to Black Bear inn. Commenced operating November 27, 1888.

The company was organized as the East Reading Railroad Company and was afterward merged into or sold to the East Reading Electric Railway Company and then leased to the Reading Traction Company May 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Ninth and Penn streets, Reading, Pa., to Chestnut, to Tenth, to Muhlenberg, to Fourteenth, to Fairview avenue, to Woodvale (outside city limits), thence east to Black Bear inn, on Exeter township. Branch from Woodvale to Perkiomen avenue, thence to Stony Creek Mills in Alsace township, Berks county.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$53,911 23	Capital stock,	$100,000 00
Equipment,	46,088 77	Bills payable,	4,245 68
Real estate,	4,300 00	Profit and loss,	78 24
Cash,	23 92		
Total,	$104,323 92	Total,	$104,323 92

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April and October, 4.6 per cent. annual.

Paid in dividends, cash,	$4,600 00
Balance for the year, or surplus,	7 35
Surplus at commencement of the year,	70 93
Total surplus,	$78 28

EASTON TRANSIT COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Howard Rinek, President,	Easton, Pa.
I. S. Rodenbough, Vice President,	do.
A. D. Chidsey, Srecretary. Teasurer,	do.
W. M. Williams, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Howard Rinek,	Easton, Pa.
I. S. Rodenbough,	Easton, Pa.
F. H. Knight,	Easton, Pa.
J. V. Bull,	Easton, Pa.
A. D. Chidsey,	Easton, Pa.
W. A. Wilbur,	South Bethlehem, Pa.
J. Davis Broadhead,	South Bethlehem, Pa.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: Easton Transit Company.

What road, or roads, are leased to and operated by your company: Pennsylvania Motor Company.

General offices of the company at Easton, Pa.

For information relating to this report, address A. D. Chidsey, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original companies: The Easton, South Easton P. R. R. Co.; the West End P. R. R. Co.

Date charter: Easton, South Easton P. R. R. Co., March 27, 1866; West End P. R. R. Co., May 5, 1871.

E. So. E. P. R. R. Co. reorganized May 4, 1886, same name; West End P. R. R. Co. reorganized September 2, 1884, same name.

These two companies merged and consolidated June 1, 1886, name E., So. E. and West End P. R. R. Co.

Centre Square and Delaware Bridge Company incorporated May 5, 1871.

This company merged with E., So. E. and West End P. R. R. Co. June 30, 1892, and name changed to the "Easton Transit Company."

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the Forest House, Palmer township, through Buster to Sixteenth street, through Sixteenth to Washington street, through Washington to Walnut, through Walnut to Northampton, Northampton to Centre square; also from Forest House, Palmer township, through Seventeenth street to Northampton, Northampton to Centre square, from Centre square to Third street, through Third to Canal, South Easton, through Canal to Iron street, through Iron to Mauch Chunk street, Mauch Chunk street to Glendon avenue, Glendon avenue to Berwick, Berwick to Fifth street, Fifth street to Nesquehoning, Nesquehoning to Fourth street, thence to Old Philadelphia road.

Connects with Pennsylvania Motor Company at Centre square.

Connects with Philipsburg, N. J., line at Delaware bridge.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of one hundred sold for	5 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$501,388 57	Capital stock,	$300,000 00
Equipment,	70,213 06	Bonds,	300,000 00
Real estate,	23,636 46	Loans,	48,000 00
Tools, machinery, etc.	1,869 51	Profit and loss	15,788 22
Supply,	2,216 75		
Bills received,	48,316 88		
Sinking fund,	6,000 00		
Cash,	10,146 99		
Total,	$663,788 22	Total,	$663,788 22

STOCKS AND DIVIDENDS.

Paid to sinking fund,	$6,000 00
Balance for the year, or surplus,	8,256 04
Surplus at commencement of the year,	7,532 18
Total surplus,	$15,788 22

ELECTRIC TRACTION COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
J. J. Sullivan, President,	Philadelphia, Pa.
Geo. S. Gandy, Vice President,	Philadelphia, Pa.
F. Weckerly, Secretary and Treasurer,	St. David's, Pa.
W. H. Janney, General Superintendent,	Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. J. Sullivan,	Philadelphia, Pa.
Alfred Smith,	do.
Geo. S. Gandy,	do.
Charles E. Ellis,	do.
Edgar Fries,	do.
Alex. M. Fox,	do.
H. T. Potts,	do.
M. W. Lipper,	do.
Charles S. Lincoln,	do.
James H. Gay,	do.
James F. Sullivan,	do.

Date of annual meeting for election of directors: The third Tuesday in October.

By whom is the road operated: By the company.

What road, or roads, are leased to and operated by your company: Fifth and Sixth streets—Frankford and Southwark Philadelphia city P. R. R. Co.; Citizens' Passenger Railway Company; Second and Third Street Passenger Railway Company.

General offices of the company at 421 Chestnut street, Philadelphia, Pa.

For information relating to this report, address F. Weckerly, secretary, 421 Chestnut street.

What kind of power is used for propelling the cars on your road: Part horse power and part electricity. They will all be operated by electricity by January 1, 1895.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated May 8, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The changing of our motive power from horses to electricity, now in progress, causing the reconstruction of car houses, shop, stables, etc., prevents our giving at this time a detailed statement of characteristics of road.

This also applies to number of cars, capacity and running time of same.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	0 08

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$2,016,723 07	Capital account,	$3,064,285 00
Securities on hand,	883,400 00	Seven per cent. bonds,	132,100 00
Cash,	527,645 88	Five per cent. bonds,	150,000 00
		Ground rents,	15,510 00
		Mortgage,	3,500 00
		Accounts payable,	3,165 00
		Profit and loss,	59,208 95
Total,	$3,427,768 95	Total,	$3,427,768 95

EMPIRE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James McManes, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas Dolan,	Philadelphia.
Wm. L. Elkins,	do.
Peter A. B. Widener,	do.
George W. Elkins,	do.
George D. Widener,	do.

By whom is the road operated: Philadelphia Traction Company.
Date of annual meeting for election of directors: First Monday in January of each year.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of original charter, February 10, 1869.

Leased to Citizens' Passenger Railway Company and Seventeenth and Nineteenth Streets Passenger Railway Companies jointly December 26, 1873.

Interest of Seventeenth and Nineteenth Streets Passenger Railway Companies transferred to Continental Passenger Railway Company.

Interest of Continental Passenger Railway Company transferred to Union Passenger Railway Company.

Interest of Citizens' Passenger Railway Company transferred to Union Passenger Railway Company.

Interest of Union Passenger Railway Company transferred to Philadelphia Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Depot Fifteenth and Cumberland streets.

Starting at Fifteenth and Cumberland streets; on Fifteenth street to Susquehanna avenue to Twelfth street to Jackson street, to Sixteenth street, to Huntingdon street, to Fifteenth street.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$931,485 68	Capital stock.	$600,000 00
Real estate,	46,044 45	Bonds.	200,000 00
Open accounts,	76,154 75	Open accounts.	253,684 88
Total,	$1,053,684 88	Total,	$1,053,684 88

ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. W. Reed, President,	Erie, Pa.
J. L. Sternberg, Secretary,	do.
Wm. Spencer, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. H. Caughey,	Erie, Pa.
Louis Strueber,	do.
Max Conrad,	do.
S. A. Davenport,	do.
Geo. P. Griffith,	do.
E. W. Reed,	do.
Chas. Fallis,	do.

Date of annual meeting for election of directors: First Monday in May.
By whom is the road operated: Erie Electric Motor Company.
General offices of the company at Erie, Pa.
For information relating to this report, address J. S. Sternberg, secretary, Erie, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, March 1, 1867.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: For more complete details of this road reference is respectfully made to the report of the Erie Electric Motor Company, by whom it is operated, under a lease made for 999 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$125,000 00	Capital stock,	$100,000 00
		Funded debt,	25,000 00
Total,	$125,000 00	Total,	$125,000 00

ERIE ELECTRIC MOTOR COMPANY, LESSEES OF ERIE CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. S. Casement, President,	Painesville, O.
John C. Brady, Vice President.	Erie, Pa.
J. L. Sternberg, Secretary. Treasurer,	Erie, Pa.
H. F. Wilbur, Superintendent,	Erie, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. S. Casement,	Painesville, O.
John C. Brady,	Erie, Pa.
S. T. Everett,	Cleveland, O.
Wm. W. Reed,	Erie, Pa
J. L. Sternberg,	Erie, Pa.

Date of annual meeting for election of directors: Third Tuesday in January.

By whom is the road operated: Erie Electric Motor Company.

What road, or roads, are leased to and operated by your company: Erie City Passenger Railway Company.

General offices of the company at Erie, Pa.

For information relating to this report, address J. S. Sternberg, secretary and treasurer, Erie, Pa.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered October 8, 1888.

During the year 1888, the Erie Electric Motor Company secured a controlling interest in the Erie City Passenger Railway Company, and leased its lines, franchises, rights etc., for a period of 999 years.

The Edison system of electrical propulsion has been substituted for horse power.

The entire plant has been reconstructed in a substantial manner, and all equipments renewed and replaced with the best.

CHARACTERISTICS OF ROAD.

Route of road, streets occupie dand connections: Beginning at public dock, south through State street to Twelfth street; thence west to Peach street; south through Peach street to city limits, also west on Twenty-sixth street from Peach street to Liberty street.

Fourth street line: West from State street through Fourth street to Cascade street.

Sixth street line: East from State through Sixth street to East avenue.

Eighth street line: West from State through Eighth street, Cranberry street (city limits), continuing along Lake road in Millcreek township to Massasauqua point at the head of Presque Isle bay.

Eleventh street line: East from State street through Eleventh street to Pennsylvania avenue.

Twelfth street line: West from State through Twelfth street to Cranberry street.

East Eighteenth street line: South from Second street through State to Eighteenth street; thence east through Eighteenth street to East avenue.

West Eighteenth street line: South from Second through State to Eighteenth street; thence west through Eighteenth street to Cascade street.

East Twenty-sixth street Line: East from State at Eighteenth street to French street; south through French street to Twenty-sixth street; east through Twenty-sixth street to East avenue.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05
Exchange tickets, transfers without cost.
Tickets in packages of twenty-five sold for $1.00; six for twenty-five cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$73,693 90	Capital stock,	$700,000 00
Stock investments,	300,000 00	Bonded debt, first mortgage,	200,000 00
Furniture and fixtures,	599 00	Bonded debt, second mortgage	150,000 00
Eureka Advertising Agency,	221 11	Bills payable,	121,984 90
Tools and machinery,	466 86	Bank account overdrawn,	1,386 53
Construction,	479,890 78		
Equipment,	299,377 84		
Profit and loss,	19,121 94		
Total,	$1,173,371 43	Total,	$1,173,371 43

STOCKS AND DIVIDENDS.

Surplus at commencement of the year, ... $53,713 84

FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. F. Henry, President,	Allegheny, Pa.
Wm. H. Graham, Secretary,	do.
R. F. Ramsey, Treasurer,	do.
D. F. Henry, General Manager,	do.
Wm. M. Ramsey, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. H. Graham,	Allegheny, Pa.
Samuel C. Grier,	do.
James Hunter,	do.
R. H. King,	do.
Wm. T. Lindsey,	do.
O. P. Scaife,	do.
H. M. Long,	do.
Jno. P. Ober,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: Above named corporation.

With what other companies consolidated: People's Park, Observatory Hill, Perry Street and Troy Hill, Allegheny Street and Allegheny and Bellevue Passenger Railway Companies.

Date of consolidation: People's Park and Observatory Hill, July 12, 1889. Other named companies, April 19, 1892.

General offices of the company at No. 42, Sixth avenue, Pittsburgh, Pa.

For information relating to this report, address R. F. Ramsey, treasurer, 42 Sixth avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Federal Street and Pleasant Valley chartered March, 1868; completed about October 15, 1868.
People's Park chartered December 9, 1881; completed July 5, 1882.
Observatory Hill chartered June 7, 1886; completed January 1, 1887.
Perry Street and Troy Hill chartered 1890; completed May 30, 1891.
Allegheny Street chartered 1890; completed about October 1, 1892.
Allegheny and Bellevue chartered 1890; completed about April 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Irwin Avenue Division (main line).—From car house, Charles street, to Taggart, to Brighton, to Fremont to Jackson, to Monterey, to North avenue, to Federal, to Ohio to Sandusky, to Lacock, to Anderson, to bridge, across bridge to Duquesne Way, to Seventh, to Sixth avenue, to Central station.

California Avenue Division.—From station at West Bellevue borough line, California avenue, to Sedgwick street, to Washington avenue, to Fremont street, connect with main line to Central station.

Perrysville Avenue Division.—From station on Perrysville avenue, near city line, to Federal street, to North avenue, connect with main line to Central station.

Madison Avenue Division.—From car house on East street, to North avenue, to Sandusky, to Ohio, to Union avenue, to Church avenue, to Anderson, to Ninth street bridge, across bridge to Ninth, to Liberty, to Seventh avenue, to Smithfield street, to Fifth avenue station.

Mount Troy Division.—From car house on Lowrie street, to Gardiner street, to Troy Hill road, to William street, to Green, to Second, to East, to North avenue, connect with Madison avenue division, to Fifth avenue station.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets good only on Bellevue line (round trip),	0 15

GENERAL BALANCE SHEET.

DR.		CR.	
Property account,	$990,054 50	Capital stock,	$1,400 000 00
Construction,	1,159.249 16	Bonds,	1,250 000 00
Equipment,	521.796 95	Car house mortgage,	15,000 00
Cash,	4,399 99	Bills payable,	4,500 00
Car house property,	30.000 00	Accounts payable,	328 96
Accounts receiveable,	18,383 66	Surplus,	54,855 30
Office cash,	850 00		
Total,	$2,724,684 26	Total,	$2,724,684 26

STOCKS AND DIVIDENDS.

Paid to delinquent taxes,	$22,795 96
Balance for the year, or surplus,	51,534 98
Surplus at commencement of the year,	26,116 28
Total surplus,	$54,855 30
Surplus invested as follows:	
Cash and loans,	$4,399 99
Balance of accounts due company,	18,054 70
Material, fuel and stores, office cash,	850 00
Other items,	31,550 61

FORT PITT INCLINED PLANE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
William Flinn, President,	Pittsburgh.
S. H. French, Secretary.	125 4th av., Pittsburgh
F. L. Stephenson, Treasurer,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
William Flinn,	Pittsburgh.
George I. Whitney,	Pittsburgh.
James J. Booth,	Pittsburgh.
F. T. Stephenson,	Pittsburgh.
S. H. French,	125 4th av., Pittsburgh.

By whom is the road operated: Fort Pitt Inclined Plane Company.
Date of consolidation: June 6, 1881.
General offices of the company at 125 Fourth avenue, Pittsburgh, Pa.
For information relating to this report, address S. H. French, secretary.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, June 6, 1881.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second avenue to Bluff street, Sixth ward, Pittsburgh, Pa.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for,	0 75
Family tickets,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$90,009 00	Cash from conductors,	$5,421 34
Coupons,	1,860 00	S. H. French,	175 00
Real estate,	588 40	Booth & Flinn,	800 00
Insurance,	281 25	Profit and loss,	8,596 74
Oil,	42 57	Bills payable,	1,875 00
City tax,	31 50	Rent,	5 00
Discount,	111 43	Capital stock,	60,000 00
Construction,	8,668 97	Bonds,	30,000 00
Expense,	456 40		
Cash,	213 25		
S. H. French,	300 00		
Gas,	575 00		
Cash,	48 05		
State tax,	120 00		
Hands,	3,836 30		
Total,	$106,873 08	Total,	$106,873 08

FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jeremiah J. Sullivan, President,	Philadelphia.
George S. Gandy, Vice-President,	do.
R. C. Brewster, Secretary, Treasurer,	do.
W. H. Janney, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Alfred Smith,	Philadelphia.
John Noblit,	do.
Edgar Fries,	do.
James H. Gay,	do.
Charles S. Lincoln,	do.
Frank Weckerly,	do.
M. W. Lipper,	do.
Horace T. Potts,	do.
Alexander M. Fox,	do.
Charles E. Ellis,	do.
George S. Gandy,	do.
James F. Sullivan,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Electric Traction Company.

What road, or roads, are leased to and operated by your company: The Citizens' Passenger Railway Company and the Second and Third Streets Passenger Railway Company were leased to this company previous to July, 1893. On July 1, 1893, this company, with its leased lines, were leased to and are now operated by the Electric Traction Company.

General offices of the company at 2501 Kensington avenue, Philadelphia, Pa.

For information relating to this report, address R. C. Brewster, secretary.

What kind of power is used for propelling the cars on your road: At present horse power, will be running by electricity this fall.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated under name of the Philadelphia and Delaware River Railroad Company, April 4, 1854.

Title changed by act of Assembly ,April 9, 1858, to the Frankford and Southwark, Philadelphia City Passenger Railroad Company.

In April, 1892, it leased the Citizens' (Tenth and Eleventh), Passenger Railway Company.

January 1, 1893, it leased the Second and Third Streets Passenger Railway Company.

In April, 1893, it absorbed by merger and consolidation the Lombard and South Street Passenger Railway Company.

July 1, 1893, this company, with its leased lines, was leased to the Electric Traction Company of Philadelphia for 999 years.

GENERAL BALANCE SHEET.

DR.		CR.	
Investments,	$45,018 72	Capital,	$1,875,000 00
Construction,	1,224,341 19		
Equipment,	582,560 40		
Cash,	23,179 69		
Total,	$1,875,000 00	Total,	$1,875,000 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893, 5 per cent.; October, 1893, 6 per cent.; Jaunary, 1894, 6 per cent.; April, 1894 ,6 per cent.

Paid in dividends, ... $431,023 00

GERMANTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Collins W. Walton, President,	Philadelphia.
John Jay Gilroy, Secretary,	do.
Harry J. Delany, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.
Mayer Siedenbach,	do.
Clarence B. Moore,	do.
William Dulles,	do
Samuel H. Jarden,	do.
Martin V. Burton,	do.

Date of annual meeting for election of directors: Second Monday June each year.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Guarantee Trust and Safe Deposit Company, 316 Chestnut street, Philadelphia.

What kind of power isused for propelling the care on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Germantown Passenger Railway Company is leased to the People's Passenger Railway Company of Philadelphia for 999 years, from October 1, 1881, at an annual rental of $135,000. Lessee pays in addition to rental all taxes, interest upon bonds, organization expenses, etc.

By the terms of a supplemental lease made December 1, 1893, the annual rental will be increased January 1, 1895, to $142,500; January 1, 1896, to $150,000; January 1, 1897, and thereafter to $157,500.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$950,782 56	Capital stock,	$572,800 00
Cash,	1,422 70	Mortgage bonds, first,	67,500 00
Sinking fund bonds in hands Guarantee Safe Deposit and Trust Company,	77,367 93	Mortgage bonds, second,	160,000 00
		Unclaimed dividends,	310 87
		Profit and loss,	150,532 51
		Directors account,	46 50
		Interest on deposits,	15 58
		Maintenance of organization,	1,000 00
		Sinking fund of bonds Guarantee Safe Deposit and Trust Company,	77,367 93
Total,	$1,029,573 19	Total,	$1,029,573 19

NOTE—By the terms of the lease the rental is paid to the Guarantee Trust and Safe Deposit Company, and by them converted into dividends and paid by them. Likewise the interest upon both issues of bonds and the same provisions extends to the sinking fund of bonds, and the same in hands of said Guarantee Trust and Safe Deposit Company.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893, two and one-fourth per cent.; October, 1893, two and one-fourth per cent.; January, 1893, two and one-fourth per cent.; April, 1893, two and one-fourth per cent.

Paid in dividends, cash,	$135,000 00
Paid to sinking fund, first and second mortgage bonds,	77,367 93

THE GETTYSBURG ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
E. M. Hoffer, President,	Hummelstown, Pa.
H. G. Walmer, Secretary,	do.
Geo. P. Hoffer, Treasurer,	do.
E. M. Hoffer, Manager and Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. M. Hoffer,	Hummelstown, Pa.
Geo. H. Grove,	Hummelstown, Pa.
F. D. Blessing,	Hummelstown, Pa.
H. G. Walmer,	Hummelstown, Pa.
Harry Deck,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road perted: The Gettysburg Electric Railway Company.

General offices of the company at Gettysburg, Adams county, Pa.

For information relating to this report, address E. M. Hoffer, Geo. P. Hoffer, Hummelstown, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 28, 1891.

Actual work of construction began in April, 1893. Constructed sufficiently to operate in part by July, 1893. About one-half of road operated in 1893, from July 14, to November 1, 1893.

Constructed sufficiently to operate in full by May 1, 1894. Operated completed line from May 1, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road commences at the power house, situated at the junction of Washington street and the railroad; thence south to Chambersburg street; thence on Chambersburg street to the square; thence out Baltimore street to the National cemetery; thence on company's land around the Citizens' cemetery to Taneytown road to other side of National cemetery; thence on company's land to Emmetsburg road; thence on Emmetsburg road south about two miles to the Wheatfield road; thence on the Wheatfield road about 1,000 feet to a point; thence on company's land through the Wheatfield and around Devil's Den, through the Valley of Death and along the base of Little Round Top, about 7,000 feet to the Wheatfield road; thence about 1,000 feet to the line of the Gettysburg and Harrisburg Railroad Company (Round Top extension); thence along said line of railroad about 6,000 feet to the Emmetsbrug road; thence on the Emmetsburg road about one and a half miles to Washington street; thence on Washington street to place of beginning. With a spur track from the square north on Carlisle street to Western Maryland Railroad Company station.

RATE OF FARE FOR PASSENGERS.

Single fare, five cents; round trip tickets with stop-offs, twenty-five cents.

GENERAL BALANCE SHEET.

DR.		CR.		
Construction,	$147,457 68	Capital stock,		$100,000 00
Equipment,	78,183 02	Funded debt,		200,000 00
Accounts receivable,	18,416 26	Unfunded debt,		
Artesian well,	720 00	Bills payable,	$3,633.56	
Deficit,	63,709 71	Accounts payable,	4,853 11	
				8,486 67
Total,	$308,486 67	Total,		$308,486 67

31-9-94

GREEN AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Moses A. Dropsie, President,	Philadelphia, Pa.
Lewis S. Renshaw, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James McManes,	Philadelphia, Pa.
Phineas Fries,	do.
William Dulles,	do.
James F. Sullivan,	do.
Meyer Sledenbach,	do.
Mayer Troutman,	do.
Joseph Koch,	do.
Martin V. Burton,	do.
Benjamin F. Hart,	do.
Samuel H. Jarden,	do.
Clarence B. Moore,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: People's Passenger Railway Company.
General offices of the company at 1001 Chestnut stret, Philadelphia.
For information relating to this report, address Lewis S. Renshaw, treasurer.
What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Green and Coates Streets Philadelphia Passenger railway was leased to the People's Passenger Railway Company for the term of nine hundred and ninety-nine years from September 1, 1881, for rental of $60,000 per annum.

A detailed report will be made by the lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$258,181 43	Capital stock,	$150,000 00
Real estate,	64,285 19	Bonds,	100,000 00
Cash,	6,271 22	Ground rent and mortgage,	21,916 68
		Profit and loss,	56,821 16
Total,	$328,737 84	Total.	$328,737 84

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 7, 1893, three per cent., $15,000; October 7, 1893, three per cent., $15,000; January 7, 1894, three per cent., $15,000; April 7, 1894, three per cent., $15,000.

Paid in dividends cash $60,000 00

GREENSBURG AND HAMPFIELD ELECTRIC STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. W. Jamison, President,	Greenbsurg, Pa.
James E. Keenan, Secretary, Treasurer,	do.
F. Y. Clopper, General Manager,	do.
R. C. Reamer, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
F. Y. Clopper,	Greensburg, Pa,
Thos. Donohoe,	do.
Jacob U. Kuhns,	do.
James S. Moorhead,	do.
W. W. Jamison,	do.

Date of annual meeting for election of directors: Second Monday, January every year.

By whom is the road operated: The Greensburg and Hempfield Electric Street Railway Company

With what other companies consolidated: Greensburg and Suburban Street Railway Company, Greensburg Street Railway Company.

Date of consolidation: With Greensburg and Suburban Street Railway Company, June 27, 1890; with Greensburg Street Railway Company, May 13, 1890.

General offices of the company at Greensburg, Pa.

For information relating to this report, address James E. Keenan, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Greensburg and Hempfield Electric Street Railway Company was granted a charter by the Commonwealth of Pennsylvania, on 27th day of September, 1889; organized 29th September, 1889 at which time books were opened for subscriptions to the capital stock of said company. The stock subscribed and paid up was 1,185 shares at $50.00 per share, amounting to $59,250.00. The contract for constructing road was made May 1, 1890, and the road was finished and fully equipped and turned over to the company on October 20, 1890.

The officers elected at first meeting were: R. S. Jamison, president; Edward Donohue, secretary; W. A. Huff, treasurer; directors, R. S. Jamison, Thos. Donohue, Geo. F. Huff, George M. Jones, John B. Head.

The road of said company was extended in 1891, from a point on the Huff road to Huff's station, on the Southwest Pennsylvania railroad, a distance of one-tenth mile.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The line of the Greensbrug and Hempfield Electric Street railway starts at a point near the Greensburg Passenger station of the Pennsylvania Railroad Company on Pennsylvania avenue in Greensburg borough, thence running south on said avenue to West Otterman street, east on West Otterman street to North Main street; south on North Main street to West Pittsburgh street; west on West Pittsburgh street to West Newton road; southwest on West Newton road continuing through said borough of Greensburg (formerly the borough of Bunker Hill) to Alexander street; south on Alexander street to Stanton street; west on Stanton street to Greene street; thence south on Greene street through the borough of Southwest Greensburg to Huff road; southwest on Huff road to Huff avenue; thence extended south on Huff avenue to Huff station on the Southwest Pennsylvania railroad.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packeages of twenty-four sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction of road, equipment, real estate, &c., for which stock and bonds were issued,	$118,500 00	Capital stock,	$59,250 00
Park improvement,	1,276 12	Funded debt,	59,250 00
Road extension and plant improvement,	3,571 05	Unfunded debt,	10,478 64
Materials on hand,	1,104 27	Interest due on bonds,	7,110 00
Cash on hand and accounts receivable,	1,064 20	Interest due on park mortgage,	715 00
Deficit,	11,288 00		
Total,	$136,803 64	Total,	$136,803 64

HANOVER AND McSHERRYSTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John C. Tanger, President,	Hanover, Pa.
A. H. Melhorn, Secretary,	do.
E. H. Hostetter, Treasurer,	do.
Esau Bailey, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
C. E. Ehrehart,	Hanover, Pa.
E. H. Hostetter,	Hanover, Pa.
L. D. Sell,	Hanover, Pa.
Peter Dellone,	Hanover, Pa.
A. H. Melhorn,	Hanover, Pa.
John A. Polst,	McSherrystown, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Hanover and McSherrystown Street Railway Company.

General offices of the company at Hanover, York county, Pa.

For information relating to this report, address Hanover and McSherrystown Street Railway Company, Hanover, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Baltimore street in the borough of Hanover at the borough line; thence through Baltimore street to Centre square; across Centre square to Carlisle street; through Carlisle street to McSherrystown street; through McSherrystown street to High street; extended in Penn township, York county, Pa.; through High street extended to Maple avenue; through Maple avenue to Commerce street; through Commerce street to Linden avenue to Adams county line; through Linden avenue to lands of Jno. Herr; through Jno. Herr's land to North street extended; through North street extended to North street in the borough of McSherrystown, in Adams county, Pa.; through North street to Church street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25

HARRISBURG CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Henry A. Kelker, President,	Harrisburg, Pa.
George R. Fleming, Vice President,	do.
Alex. Roberts, Secretary,	do.
Wm. L. Gorgas, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. G. M. Bay,	Harrisburg, Pa.
Edward Bailey,	Harrisburg, Pa.
Harris Cohen,	Harrisburg, Pa.
John T. Ensminger,	Harrisburg, Pa.
H. M. Kelley,	Harrisburg, Pa.
A. C. McKee,	Harrisburg, Pa.
George T. Rohrer,	Harrisburg, Pa.
E. C. Felton,	Steelton, Pa.

Date of annual meeting for election of directors: First Monday of May.
By whom is the road operated: East Harrisburg Passenger Railway Company.
General offices of the company at 27 South Second street, Harrisburg, Pa.
For information relating to this report, address Wm. L. Gorgas, treasurer, Harrisburg, Pa.
What kind of power is used for propelling the cars on your road: Electricity by the lessee.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

For history of organization see report No. 16, June 30, 1893.

On May 1, 1891, the East Harrisburg Passenger Railway Company leased for a term of ninety-nine years the road bed, property and franchises of this company at an annual rental of $15,000 and expenses for maintaining organization.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$94,743 07	Capital stock,	$125,000 00
Equipment.	72,220 86	Balance,	50,907 92
Investments,	1,000 00		
Cash on hand June 30, 1894,	7,943 99		
Total,	$175,907 92	Total,	$175,907 92

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 2, 1893, dividend six per cent., $7,500; January 2, 1894, dividend six per cent., $7,500.

Cash and loans, ... $8,943 99

HAZLETON AND NORTH SIDE ELECTRIC RAILWAY.

OFFICERS.

NAMES.	RESIDENCES.
A. Markle, President,	Hazleton, Pa.
J. J. McGeehin, Secretary,	do.
H. Dryfoos, Jr., Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. Markle,	Hazleton, Pa.
N. C. Yost,	do.
J. J. McGeehin,	do.
A. F. Windel,	do.
W. H. Lawall,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Lehigh Traction Company.
General offices of the company at Hazleton, Luzerne county, Pa.
For information relating to this report, address A. Markle, president.
What kind of power is used fro propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered September 16, 1892. Capital stock authorized $75,000. Leased to the Lehigh Traction Company of Hazleton, Pa., March 8, 1893, for 999 years at an annual rental of one dollar per year.

GENERAL BALANCE SHEET.

DR.		CR.	
Charter, expenses, &c.,	$107 00	Capital stock paid in,	$7,500 00
Balance in the hands of P. J. Ferguson, late treasurer, as per audit,	7,393 00		
Total,	$7,500 00	Total,	$7,500 00

IMPORTANT CHANGES DURING THE YEAR.

August 30, 1893, minutes record deed for right of way over land of the Diamond Coal Land Company.

August 30, 1893, minutes record verbal agreement with Mr. Eckley B. Coxe, trustee, for right of way over land of the estate of Tench Coxe, deceased.

November 7, 1893, minutes record deed for right of way over land of the Big Black Creek Improvement Company.

Annual stockholders meeting in January, 1894. Organization of board of directors for ensuing year, January 24, 1894.

April 13, 1894, auditors were appointed to audit account of P. J. Ferguson, late treasurer.

May 5, 1894, auditors reported.

July 19, 1894, borough of Freeland granted ordinance for right of way through various streets of their borough. July 21, 1894, ordinances were accepted.

HAZLETON AND SOUTH SIDE ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. Markle, President,	Hazleton, Pa.
J. J. McGeehin, Secretary,	do.
H. Dryfoos, Jr., Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. Markle,	Hazleton, Pa.
N. C. Yost,	do.
A. F. Wendel,	do.
W. H. Lawall,	do.
J. J. McGeehin,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Lehigh Traction Company.
General offices of the company at Hazleton, Pa.
For information relating to this report, address A. Markle, president, Hazleton, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered September 16, 1892.
Capital stock authorized, $75,000.
Leased to the Lehigh Traction Company, of Hazleton, Pa., March 8, 1893, for 999 years, at an annual rental of one dollar per year.

GENERAL BALANCE SHEET.

DR.		CR.	
Charter expenses,	$107 00	Capital stock paid in,	$7,500 00
Balance in hands of P. J. Ferguson, late treasurer, as per audit,	7,393 00		
Total,	$7,500 00	Total,	$7,500 00

STOCKS AND DIVIDENDS.

Balance for the year, ... $7,393 00

IMPORTANT CHANGES DURING THE YEAR.

August 30, 1893, minutes record agreement for right of way over land of the New York and Lehigh Coal Company and the Lehigh Valley Coal Company, dated August 8, 1893. Also verbal agreement with Hon. Eckley B. Coxe, trustee over land of estate of Tench Coxe, deceased, and with Elmer H. Lawall, Pt., for right of way over land of the Lehigh and Wilkes-Barre Coal Company. Also crossing agreements with Tamaqua, Hazleton and Northern Division of Philadelphia and Reading Railroad Company. Also crossing agreements with Lehigh Valley Railroad Company.

November 7, crossing agreements with Central Railroad of New Jersey.

Annual stockholders meeting in January, 1894. Organization of board for ensuing year, January 24, 1894.

April 13, 1894, auditors were appointed to audit account of P. J. Ferguson, late treasurer.

May 5, 1894, auditors report.

June 6, 1894, road extended from Pleasant Hill to Honey Brook, Kline township, Schuylkill county. Extension recorded at Pottsville and certified copy sent to Harrisburg.

HAZLETON AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. Markle, President,	Hazleton, Pa,
John J. McGeehin, Secretary,	do.
H. Dryfoos, Jr., Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
A. Markle,	Hazleton, Pa.
N. C. Yost,	do.
Jno. J. McGeehin,	do.
A. F. Wendel,	do.
W. H. Lawall,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Lehigh Traction Company.
General offices of the company at Hazleton, Pa.
For information relating to this report, address A. Markle, president.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered August 20, 1891.
Capital authorized, $30,000.
Leased to the Lehigh Traction Company, of Hazleton, Pa., March 8, 1893, for 999 years, at the annual rental of one dollar per year.

GENERAL BALANCE SHEET.

DR.		CR.	
Balance in hands of Treasurer,	$1,000 00	Capital stock,	$1,000 00
Total,	$1,000 00	Total,	$1,000 00

IMPORTANT CHANGES DURING THE YEAR.

Annual meeting of stockholders January, 1894. Organization of board for ensuing year, January 24, 1894.

HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Hopkins, President,	Philadelphia.
Isaac Blum, Vice President,	do.
W. R. Benson, Secretary, Treasurer,	do.
Isaac Blum, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Hopkins,	Philadelphia.
Isaac Blum,	do.
Simon J. Martin,	do.
Ferdinand Marks,	do.
Joshua R. Jones,	do.
Charles W. Henry,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Hestonville, Mantua and Fairmount Passenger Railway Company.

With what other companies consolidated: Fairmount and Arch Street Passenger Railway Company and Fairmount Passenger Railway Company.

Date of consolidation: December 29, 1864 and February 15.

General offices of the company at 4300 Lancaster avenue, Philadelphia and 713 Drexel Building, Philadelphia.

For information relating to this report, address W. R. Benson, secretary, 4300 Lancaster avenue.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated by the act of assembly, approved April 6, 1859, and consolidated with the Fairmount and Arch Street Passenger Railway Company and the Fairmount Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Arch street, main line: Down Belmont avenue from Elm avenue to Lancaster avenue, to Haverford avenue, to Thirty-third street, to Spring Garden, to Twentieth street, to Arch street, to Front street, up Arch street to Twenty-first street, to Callowhill street, to Twenty-third street, to Spring Garden street, to Lancaster avenue, to Belmont avenue, to Elm avenue.

Hestonville branch: Up Lancaster avenue to Fifty-second street, to George's Hill; return same route to depot, 4300 Lancaster avenue.

Race and Vine street: Down Biddle street to Twenty-fifth, to Hamilton street, to Twenty-second street, to Race street, to Second street, to Walnut street, to Dock street, to Third street, up Third street to Vine street, to Twenty-third street, to Callowhill street to depot Twenty-sixth and Callowhill street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

GENERAL BALANCE SHEET.

DR.		CR.		
Construction,	$410,708 26	Capital stock,		$299,381 36
Equipment,	150,511 64	Hestonville 1st mortgage bonds,	$300.000 00	
Real estate,	319,336 74	Hestonville 2d mortgage bonds,	75.000 00	
Real estate sales,	14,147 90	Race and Vine mortgage bonds,	124,500 00	
Sundry account,	13,881 50			499,500 00
Cash,	8,837 55	Bonds and mortgages,		83,599 99
		Sundry accounts,		1,100 00
		Profit and loss,		33,842 24
Total,	$917,423 59	Total,		$917,423 59

IMPORTANT CHANGES DURING THE YEAR.

We are now engaged in reconstructing the road for the purpose of changing same from horse power to electric motive power.

JOHNSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Tom L. Johnson, President,	Cleveland, Ohio.
Jno. B. Hoefgan, Vice President,	Brooklyn, N. Y.
S. E. Young Secretary	Johnstown, Pa.
B. L. Yeagley, Treasurer,	Johnstown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Tom L. Johnson,	Cleveland, Ohio.
Jno. B. Hoefgan,	Brooklyn, N. Y.
A. J. Moxham,	Johnstown, Pa.
Alex. Kennedy,	Johnstown, Pa.
Herman Baumer,	Johnstown, Pa.
B. L. Yeagley,	Johnstown, Pa.
T. C. duPont,	Johnstown, Pa.

By whom is the road operated: Johnstown Passenger Railway Company.
General offices of the company at Central avenue, Johnstown, Pa.
For information relating to this report, address S. E. Young, secretary.
What kind of power is used fro propelling the cars on your road: Electricity

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted May 8, 1882.
Road destroyed by flood May 31, 1889. Rebuilt in 1890 and 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Central avenue, Valley pike, Franklin street, Main street, Walnut street, Market street, Washington street, Iron street, Front street, Broad street, Fairfield street, River street, Main street (Coopersdale), Clinton street, Centre street, Railroad street, First street, Maple avenue, Bedford street, Johnston and Scalphoel Pipe township, Dale borough. Have no connections with other roads.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange, free.	
Tickets in packages of twenty sold for (each),	5

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$317,298 69	Capital stock,	$185,000 00
Equipment,	74,301 53	Bonds,	250,000 00
Real estate,	30,663 00	Bills payable,	60,767 97
Bills receivable,	2,500 00	Receipts,	43,572 20
Flood loss,	82,729 16	Profit and loss,	23,104 56
Stoney Creek bridge,	5,132 28		
Operating expenses,	26,229 98		
Interest,	10,489 14		
Cash,	13,100 95		
Total,	$562,444 73	Total,	$562,444 73

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 1, 1893, six per cent.; July 1, 1894, six per cent.
Paid in dividends, cash, $19,350 00

IMPORTANT CHANGES DURING THE YEAR.

Extension to Dale borough completed.

JUNCTION PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Hugh McDonald, President,	Williamsport. Pa.
W. C. King { Secretary,	do.
W. C. King { Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. C. King,	Williamsport, Pa.
Edward J. Fisher,	do.
I. T. Huff,	do.
W. W. Champion,	do.

Date of annual meeting for election of directors: January 8, 1894.

By whom is the road operated: Vallamount Passenger Railway Company. For complete details see report of Vallamont Passenger Railway Company.

With what other companies consolidated: None; but operated in connection with the Vallamont Passenger Railway Company, the Centre and West End Passenger Railway Company and the Citizens' Passenger Railway Company, pending an agreement of merger.

General offices of the company at No. 335 Pine street, Williamsport, Pa.

For information relating to this report, address W. C. King, secretary and treasurer, No. 335 Pine street, Williamsport, Pa.

What kind of power is used for propelling the cars on your road: Electric from overhead wire.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Junction Passenger Railway Company was incorporated April 8, 1892, with capital stock of $6,000. Hugh McDonald, president; W. C. King, secertary and treasurer, and W. C. King, W. W. Champion, I. T. Huff and Edward J. Fisher, directors.

Route: Beginning at the intersection of Market and Hepburn streets in the city of Williamsport, county of Lycoming, State of Pennsylvania, and thence southwardly through said Market street in said city to the south line of said city, making a complete circuit and the necessary turnouts and switches.

The road was built under contract by the "Johnson Company" of Johnstown, Pa., and was completed on or about August 15, 1893.

At a meeting of the stockholders held November, 1893, the capital stock of the company was authorized to be increased to $26,000.

The road is operated by the Vallamont Passenger Railway Company, pending an agreement of merger.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the intersection of Market and Hepburn streets in the city of Williamsport, county of Lycoming and State of Pennsylvania, and thence southwardly through said Market street, in said city to the south line of said city.

GENERAL BALANCE SHEET.

DR.		CR.	
Account State tax,	$0 60	Capital stock,	$26,000 00
Expenses, legal, etc.,	1,833 69		
Construction,	24,165 71		
Total,	$26.000 00	Total,	$26,000 00

KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
George D. Widener, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George W. Elkins,	Philadelphia.
David H. Lane,	do.
R. F. Bower,	do.
John B. Peddle,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 17, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Kessler street, from Wallace street to Spring Garden street; returning by same route.

RATE OF FARE FOR PASSENGERS.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$164 80	Capital stock,	$5,000 00
Construction,	5,835 20	Open accounts,	1,000 00
Total,	$6,000 00	Total,	$6,000 00

LACKAWANNA STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. F. Sadler, President,	Carlisle, Pa.
L. A. Watres, Secretary,	Scranton, Pa.
Robt. C. Adams, Treasurer,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
W. F. Sadler,	Carlsle, Pa.
Charles H. Mullin,	Mt. Holly Springs, Pa.
L. A. Watres,	Scranton, Pa.
Lemuel Amerman,	Scranton, Pa.
Robt. C. Adams,	Scranton, Pa.

By whom is the road operated: Scranton Traction Company.
General offices of the company at Scranton.
For information relating to this report, address Robt. C. Adams, Scranton, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 17, 1893, leased 4th October, 1893, to Scranton and Pittston Traction Company.

Up to June 30, 1894, there were three and one-third miles constructed.
Remainder of road is in process of construction.
Scranton and Pittston Traction Company is leased to Scranton Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Scranton city line on Main street to borough of Taylor, and from Scranton city line on Cedar avenue and Main street to Greenwood.

IMPORTANT CHANGES DURING THE YEAR.

None, except lease to Scranton and Pittston Traction Company herefore noted.

LANCASTER AND COLUMBIA PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Dr. M. L. Herr, President,	Lancaster, Pa.
J. W. B. Bausman, Secretary,	do.
John C. Carter, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Dr. M. L. Herr,	Lancaster, Pa.
Walter M. Franklin,	do.
John A. Coyle,	do.
Jacob B. Long,	do.
J. W. B. Bausman,	do.

Date of annual meeting for election of directors: January 8, 1894.
By whom is the road operated, Pennsylvania Traction Company, the lessee.
General offices of the company at Lancaster, Pa.
For information relating to this report, address Dr. M. L. Herr, Lancaster, Pa.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The length of the road is eight miles extending from Lancaster to Columbia, along the line of the Susquehanna turnpike, connecting with the electric systems of the two towns above named.

It is leased to the Pennsylvania Traction Company for a long term of years at an annual rental of $22,500. Beginning February 1, 1894, and payable semi-annually, to wit: February 1 and August 1. On April 1, 1893, the road was leased to the Lancaster Traction Company at an annual rental of $2,250 for the first year. This lease was annulled February 1, 1894, and the above mentioned lease executed. The paymnt of $1,875 covered the period of ten months rental from the Lancaster Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and necessary real estate,	$262,500 00	Capital stock,	$37,500 00
		Funded debt,	225,000 00
Total,	$262,500 00	Total,	$262,500 00

Cash in treasury $1,123.90, which will be entirely absorbed by outstanding claims not fully adjusted.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: March 6, 1894, a dividend of $2.50 per share on 750 shares was declared, $1,875; five per cent.

Paid in dividends, cash, ... $1,875

LANCASTER TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John J. Patterson, President,	Lancaster, Pa.
John Hertzler. {Secretary, / Treasurer,	do.
W. A. Armstrong, Jr., General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John J. Patterson,	Lancaster, Pa.
J. Hay Brown,	Lancaster, Pa.
John D. S. Skiles,	Lancaster, Pa.
Jas. S. Graybill,	Lancaster, Pa.
Carl F. Epenschode,	Lancaster, Pa.
John Hertgler,	Lancaster, Pa.
W. L. Herr,	Lancaster, Pa.
Michael Reilly,	Lancaster, Pa.
J. W. B. Bausman,	Lancaster, Pa.
B. J. McGrann,	Lancaster, Pa.
James Young,	Middletown, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: The Lancaster Traction Company.

What road, or roads, are leased to and operated by your company: Lancaster City Street Railway Company.

General offices of the company at Lancaster, Pa.

For information relating to this report, address John Hertzler, treasurer, Lancaster, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered March 7, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Following are the streets occupied: East and West King, North and South Queen, East and West Chestnut, North Duke and New, James, Prince, Walnut, Franklin, Laurel, Manor streets, New Holland, and College avenues in the city of Lancaster, and connect with the Lancaster and Columbia Railroad Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets are issued. No charges made.	
Tickets in packages of six tickets sold for	1 00

IMPORTANT CHANGES DURING THE YEAR.

Leased by the Pennsylvania Traction Company, February, 1894.

LEBANON AND ANNVILLE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Jacob M. Shenk, President,	Lebanon, Pa.
S. P. Light, Vice President,	do.
H. H. Light, Secretary,	do.
Frank H. Reinœhl, Treasurer,	do.
Jacob M Shenk, General Manager,	do.
Chas. H. Smith, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIENCES.
Jacob M. Shenk,	Lebanon, Pa.
S. P. Light,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
H. O. Nutting,	Lebanon, Pa.
A. Hess,	Lebanon, Pa.
Jno. H. Hoffer,	Lebanon, Pa.
H. H. Kreider,	Annville, Pa.
Sam'l L. Brightbill,	Annville, Pa.
H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Lebanon and Annville Street railway.

What road, or roads, are leased to and operated by your company: Lebanon and Myerstown Street Railway Company.

General offices of the company at Lebanon, Pa.

For information relating to this report, address Frank H. Reinoehl.

What kind of power is used fro propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated September 12, 1890. Partly opened to travel August 17, 1891. Entire road opened to travel May 30, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at west end of Annville, Lebanon county, east through said town to Eighth street city of Lebanon; starting at Eighth and Locust streets city of Lebanon, north to Maple street; thence east to Mt. Lebanon cemetery, starting at first and Lehman streets, west on Lehman street to Twenty-second street; starting on Eighth and Cumberland streets city of Lebanon; east along Cumberland street through said city to the junction of the village of Avon and the Philadelphia and Reading Railroad, where it connects with the Lebanon and Myerstown Street Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	$204,308 09	Capital stock,	$100,000 00
Damages adjusted,	3,000 00	Funded debt,	100,000 00
		Bills payable,	3,000 00
		Undivided profits,	4,041 89
		Balance due the treasurer,	266 20
Total,	$207,308 09	Total,	$207,308 09

STOCKS AND DIVIDENDS.

Total surplus, ... $4,041 89

Surplus invested as follows:

Balance of acount due company, ... $4,041 89

IMPORTANT CHANGES DURING THE YEAR.

This company made a temporary lease of the Lebanon and Myerstown Street Railway Company.

LEBANON AND MYERSTOWN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. M. Shenk, President,	Lebanon, Pa.
S. L. Brightbill, Secretary,	Annville, Pa.
George D. Rice, Treasurer,	Lebanon, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. M. Shenk,	Lebanon, Pa.
C. Shenk,	Lebanon, Pa.
S. L. Brightbill,	Annville, Pa.
H. H. Kreider,	Annville, Pa.
S. P. Light,	Lebanon, Pa.
H. H. Light,	Lebanon, Pa.
Thomas Evans,	Lebanon, Pa.
Lyman H. Nutling,	Lebanon, Pa.
H. C. Harner,	Lancaster, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: By the Lebanon and Annville Street Railway Company.

General offices of the company at Lebanon, Pa.

For information relating to this report, address Geo. D. Kise, treasurer, Lebanon, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 4, 1892. Commenced running cars August 25, 1893.

GENERAL BALANCE SHEET.

DR.			CR.	
Construction,		$69,829 04	Capital stock paid in,	$75,500 00
Equipment,	$7,784 80		Bills payable,	5,000 00
Car house,	340 18		Earnings from rentals,	1,875 00
		8,124 98	Accounts payable,	06
Cash on hand,		1,533 54		
Bills receivable,		1,000 00		
Dividend declared, 2½ per cent. on $75,500.		1,887 50		
Total.		$82,375 06	Total,	$82,375 06

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Two and one-half per cent. dividend No. 1, on $75,500; $1,887.50 issued July 29, 1894.

Paid in dividends, cash, ... $1,887 50

LEHIGH AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Frank Weckerly, President,	St. Davids, Delaware Co., Pa.
James F. Sullivan, Vice-President,	Philadelphia.
R. C. Brewster, Secretary, Treasurer,	Philadelphia.
W. H. Janney, Geueral Superintendent,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
E. H. Hults,	Philadelphia.
Alfred Smith,	do.
Edgar Fries,	do.
John Noblit,	do.
M. W. Lipper,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Lehigh Avenue Railway Company of Philadelphia, Pa.

General offices of the company at 421 Chestnut street.

For information relating to this report, address R. C. Brewster, secretary, 421 Chestnut street.

What kind of power is used for propelling the cars on your road: At present, horse power, expect to use electricity the latter part of this year.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated December 18, 1873. City ordinance granting permission to lay track, December 24, 1886. Construction of track begun in 1887. Commenced running cars May 1, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Lehigh avenue from Fifth street to Park avenue, Park avenue to Somerset street, Somerset street to Glenwood avenue, Glenwood avenue to Lehigh avenue, Lehigh avenue to depot on Ridge avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	8

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$293,295 95	Capital,	$592,050 00
Equipment,	14,844 53		
Real estate, Somerset street property,	6,671 66		
Profit and loss,	60,216 43		
Cash,	217,021 43		
Total,	$592,050 00	Total,	$592,050 00

32-9-94

LEHIGH TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. W. Kline, President,	Hazleton, Luzerne county, Pa.
E. S. Doud, Secretary,	do. do.
N. C. Yost, Treasurer,	do. do.
A. Markle, General Manager,	do. do.
A. E. Hess, General Superintendent.	do. do.

DIRECTORS.

NAMES.	RESIDENCES.
George R. Bedford,	Wilkes-Barre. Pa.
H. Dryfoos.	Hazleton, Pa.
John B. Price.	Hazleton, Pa.
C. W. Kline,	Hazleton, Pa.
E. S. Doud,	Hazleton, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Lehigh Traction Company.

What road, or roads, are leased to and operated by your company: Hazleton and North Side Electric Railway, Hazleton and South Side Electric Railway, Hazleton and Suburban Street Railway Company.

General offices fo the company at Hazleton, Luzerne county, Pennsylvania.

For information relating to this report, address E. S. Doud, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered November 7, 1892, with full paid capital of ten thousand dollars.

Leased the Hazleton and North Side Electric Railway, the Hazleton and South Side Electric Railway and the Hazleton and Suburban Street Railway Company, on March 8, 1893, for 999 years at one dollar per year, annual rental, each.

years at one thousand per year, annual rental, each.

Contracted for the building of the road, equipment cars, engines, generators, boilers, power house, car barn, etc., etc., March 30, 1893.

Commenced running cars, carrying passengers, on July 8, 1893, operating the road from Hazleton to Jeanesville, transferring passengers midway across the D., S. & S. R. R. Co., and the T. H. and N. Div. of Philadelphia and Reading Railroad Company.

Operation was extended south to Forktown, Carbon county, Penna., August 26, 1893; to Audenried, Carbon county, Penna., September 17, 1893; to Pleasant Hill, Schuylkil county, Penna., September 25, 1893; to Tenth and Alter streets, North Hazleton, October 28, 1893; to Harleigh Luzerne county Penna. November 11 1893; to Milnesville Luzerne county, Penna., December 20, 1893; to Ebervale, Luzerne county, Penna., June 16, 1894; to Oakdale, Luzerne county, Penna., June 23, 1894; to Jeddo, Luzerne county, Penna., June 28, 1894; to Drifton, Luzerne county, Penna., July 3, 1894; to Freeland, Luzerne county, Penna., August 13 1894; to Honey Brook, Schuylkill county, south, about the middle of July, 1894.

CHARACTERISTICS OF ROAD.

Route of road streets occupied and connections: Beginning at the intersection of Broad and Wyoming streets in the city of Hazleton, where the Suburban line, North Side line and South Side line connect.

The Suburban line extends east on Broad street to Poplar street. west on Broad street to city limits, through Hazle township to and through the borough of West Hazleton on Broad street, mostly double track a distance of 3½ miles round trip.

The South Side line extends south on Wyoming street to Beech street, east on Beech street to Poplar street, south on Poplar street to city limits; thence in a southerly direction to and through the villages of Jeanesville, Treskow, Slabtown, Yorktown, Audenried and Pleasant Hill to Honey Brook or Kelayres, Kline township Schuylkii county, a distance of 11 1-8 miles round trip.

The North Side line extends north on Wyoming street to Diamond avenue, west on Diamond avenue to Alter street (with a connecting link on Vine street from Diamond avenue to Broad

street), north on Alter street to city limits; thence northwardly through Harleigh to Milnesville, with a branch into Lattimer, a distance of 2 1-2 miles, round trip. Beginning again at Harleigh, extending northwardly through the village of Ebervale, Oakdale, Japan, Jeddo, Drifton to Freeland borough, Foster township, a distance of 17 miles, round trip.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 50 and 100 sold for	$2, $2.25 & $4.50

GENERAL BALANCE SHEET.

DR.		CR.	
Accounts due us,	$1,961 04	Capital stock,	$1,000,000 00
Real estate, power house and car barn,	90,000 00	Bonds,	500,000 00
Cash on hand and in bank,	4,753 55	Unfunded debt incurred in construction,	47,315 06
Road bed, $275,000 00		Accounts we owe,	46,691 70
Overhead, 55,000 00		Passenger account, rentals and advertising,	53,061 09
Machinery, etc., 65 000 00			
Cars, etc., 100,000 00			
Switchboard, 1,800 00			
Stock on hand, 3,200 00			
	500,000 00		
Expenses.			
Motermen, conductors, engineers, firemen, office, general and legal expenses, taxes and insurance, etc.,	31,603 26		
Interest paid on bonds,	18,750 00		
Charter, leases, rigbts of way, franchises, etc.,	1,000,000 00		
Total,	$1,647,067 85	Total,	$1,647,067 85

McKEESPORT AND WILMERDING PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Nathan A. Means, President,	McKeesport, Pa.
W. V. M. Taylor, M. D., Vice President,	do.
John C. Devenny, Secretary,	do.
James L. Devenny, Treasurer, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Nathan A. Means,	McKeesport, Pa
W. V. M. Taylor, M. D.,	do.
John C. Devenny,	do.
James L. Devenny,	do.
Chas. Devenny,	do.

Date of annual meeting for election of directors: January 18, 1894.
By whom is the road operated: McKeesport and Wilmerding Railway Company.
General offices of the company at McKeesport, Pa.
For information relating to this report, address N. A. Means, McKeesport, Pa.
What kind of power is used for propelling the cars on your road: Overhead electric system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The McKeesport and Wilmerding Railway Company was organized at a meeting held in the city of McKeesport, on the 6th day of July, 1892, at which meeting it was decided to make application for a charter to build a street railway from McKeesport to Wilmerding, with a capital stock of $100,000 in accordance with said resolution a charter was grante dby the Governor of Pennsylvania, dated August 10, 1892, rights of way were secured through the township of North Versailles and Versailles and the borough of Wilmerding.

The said right of way consisting of about four miles through private property and one-half mile in the borough of Wilmerding. Work was begun on the road in the month of March,

1893, and the work of construction commenced later in the spring. The power house and car barn were constructed about the centre of the line and built of iron. The road was opened partially on June 3, 1893, the cars being run over about two miles of track and the road was not completed to the Pennsylvania railroad station at Wilmerding, until November 1, 1893. The road has continued in constant operation ever since, never having been stopped on account of snow, ice or storm during the winter. Making with two cars a trip every half hour. Several of the original stockholders have sold their interest in the road to other stockholders and to new members. The present board of directors being original charter members. Westinghouse equipments in the electrical portion and Pierpoint boilers, Russell engines Gorder from coal company, 11 per cent.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the city line at McKeesport; thence along the township road through private property along Aberlu avenue, Goetz avenue, Elgine avenue through private property to East McKeesport; along Broadway in the plan of the McKeesport street land; along an unnamed street to Onent avenue in the borough of Wilmerding; along Onent avenue to Westinghouse avenue and station street to the Pennsylvania Railroad depot, in the borough of Wilmerding.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$83,228 10	Capital stock,	$93,225 00
Equipment,	27,097 17	Funded debt,	62,000 00
Real estate,	10,000 00	Unfunded debt,	44,386 50
Supplies,	3,760 00	Accounts unpaid,	545 04
Cash on hand,	62 80		
Bills receivable,	12,000 00		
Total,	$136,148 07	Total,	$200,156 54

MANAYUNK AND ROXBOROUGH INCLINED PLANE AND RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. Martin Brill, President,	Philadelphia.
Fletcher Pearson, Secretary, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
Luther S. Bent,	Philadelphia.
William Ring,	Roxborough, Philadelphia.
David E. Williams,	Philadelphia.
Charles J. Walton,	Roxborough, Philadelphia.
James Rawle,	Philadelphia.
William A. Smith,	Philadelphia.
John N. Hutchinson,	Philadelphia.

By whom is the road operated: Manayunk and Roxborough Inclined Plane and Railway Company.

General offices of the company at Roxborough, Philadelphia.

For information relating to this report, address Fletcher Pearson, secretary, 326 Walnut street, Philadelphia.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 9, 1873. Construction of road begun August 18, 1874, and completed November 19, 1874, at a cost of $8,100 per mile. Total length of road 5 miles and 2,200 feet.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Ridge avenue from Wissahickon station of the Norlstown branch of the Philadelphia and Reading Railroad Company, north to Barren Hill in Montgomery county to a point about one mile above the county line.

Route divided into two fares.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

Exchange tickets with Philadelphia and Reading Railroad Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$60,137 87	Capital,	$67,475 00
Equipment,	6,000 00	Mortgage on depot,	2,000 00
Real estate,	8,547 36	Temporary loan,	800 00
Supplies,	116 07	Surplus,	6,772 05
Cash,	417 44	Net earnings for the year 1893,	1,172 89
Open accounts,	2,000 06	Receipts,	6,970 57
Operating expenses,	7,971 71		
Total,	$85,190 51	Total,	$85,190 51

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: The company has declared no dividend since its organization.

IMPORTANT CHANGES DURING THE YEAR.

Permission from local authorities secured to electrically equip the road.

THE MARSHALL STREET RAILWAY COMPANY, OF THE CITY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
George D. Widener, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
George D. Widener,	Philadelphia.
David H. Lane,	do.
George W. Elkins,	do.
Clay Remble,	do.
John B. Peddle,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Philadelphia Traction Company.

General offices of the company at northwest corner of Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter May 14, 1889. Portion of railway constructed, about 3 1-2 miles. Fourth street from Norris to Indiana avenue, Indiana avenue to Lawrence street, to Manor street, to Montgomery avenue, Montgomery avenue to Randolph street, Randolph street to Thompson street.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$760 87	Capital stock,	$25,000 00
Construction,	53,655 31	Open account,	29,416 18
Total,	$54,416 18	Total,	$54,416 18

MIDDLETOWN, HIGHSPIRE AND STEELTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. W. Cumbler, President,	Steelton, Pa.
E. C. Felton, Vice President,	do.
W. J. Snavely, Secretary, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
E. C. Felton,	Steelton, Pa.
James Young,	Middletown, Pa.
J. E. Rutherford,	Harrisburg, Pa.
Geo. Pancake,	Harrisburg, Pa.
John Q. Denny,	Harrisburg, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: East Harrisburg Passenger Railway Company.

Date of consolidation: January 2, 1893.

General offices of the company at Steelton, Pa.

For information relating to this report, address W. J. Snavely, secretary and treasurer, Steelton, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association filed, charter dated and obtained December 11, 1891. The first board of directors was appointed by the subscribing shareholders and served until January 25, 1892, at which date a new board was elected for the ensuing year.

Stated meeting of the board of directors are held on the second Friday of each month. Immediately upon the receipt of the charter the work of grading for a road bed was begun commencing on the Middletown and Harrisburg turnpike at the eastern limits of the borough of Steelton.

The first rails were laid February, 1892, and the road was completed June 1, 1893.

January 2, 1893, the franchises of this company were leased by the East Harrisburg Passenger Railway Company, for a term of nine hundred and ninety-nine years from the first day of January, 1893, subject to the payment of semi-annual compensation for such use, etc. Six per cent. for 1893, seven per cent. for 1894, eight per cent. for 1895, nine per cent. for 1896, and annually thereafter ten per cent., also to pay in equal quarterly installments the annual sum of four hundred dollars to defray the expenses and salaries necessary and proper to maintain and continue the corporate organization and the office.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Front street, Steelton, Pa., from Mohn street to eastern borough line; Middletown and Harrisburg turnpike to western borough line of Middletown, Pa., Middletown borough, West Main street, from borough line to Wood street, Wood to Water, Water to Spring, Spring to Union, on Union to Emaus.

Connects with the East Harrisburg Passenger Railway Company, at Mohn street, Steelton, Pa.

GENERAL BALANCE SHEET.

DR.		CR.	
General expense,	$4,411 92	Capital stock	$100,000 00
Track account,	52,819 64	Profit and loss,	231 13
Line account,	16,955 07		
Bridges,	4,547 47		
Real estate	1,000 00		
East Harrisburg Passenger Railway Company,	16,462 79		
Right of way,	3,803 11		
Cash account,	231 13		
Total,	$100,231 13	Total,	$100,231 13

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: September 5, 1893, dividend of 3 per cent.; January 12, 1894, dividend of 3 1-2 per cent.

Paid in dividends, cash, ... $6,500 00

Surplus invested as follows:

Cash, ... 231 13

IMPORTANT CHANGES DURING THE YEAR.

June 18, 1894, application was made for an extension of the road as follows: First, beginning at the present tracks of the company, Second and Vine streets, Highspire, Pa., to the road known as the back road between Highspire and Middletown; thence on said road to its junction with the Middletown and Harrisburg turnpike at Youngsport; thence on the road known as the Mud pike and ending at the Aqueduct bridge in the borough of Middletown. Second Beginning on Vine street, Highspire, Pa., from Pen street, to the road leading to Goods Fulling mill; thence on said road, et al., and ending in Oberlin, Pa., at intersection with the road leading from Oberlin to the Lancaster and Downingtown turnpike at Boyd's station. Third, Beginning at Bodmer and Front streets Steelton, Pa., thence through property of Geo. W. Cumbler, to New Benton, Pa.; thence on through New Benton into the village of Oberlin, Pa., and ending in said village on the road leading from the Dauphin county almshouse to Oberlin.

MILLVALE, ETNA AND SHARPSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES,		RESIDENCES.
William Roseburg,	President,	Pittsburgh,
G. W. Henderson,	Secretary,	Allegheny, Pa.
	Treasurer,	

DIRECTORS.

NAMES.	RESIDENCES.
George B. Hill,	Allegheny, Pa.
Frederick Gwinner,	Allegheny, Pa.
Joshua Rhodes,	Allegheny, Pa.
G. W. Henderson,	Allegheny, Pa.
William Roseburg,	Pittsburgh.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: Almost completed. Not yet operated.
With what other companies consolidated: Leased to Allegheny Traction Company.
Date of consolidation: Lease dated April 15, 1894.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address G. W. Henderson, secretary, Allegheny, Pa.; office address, 113 Fourth avenue, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: When ready for operation electricity will be used.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were entered into March 6, 1892, by Gen. B. Hill, J. N. Davidson, Joshua Rhodes, John H. Dalzell and G. W. Henderson, and charter was issued March 8, 1892. On April 19, 1894 the road was leased to the Allegheny Traction Company, who will operate it when completed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Allegheny City at intersection of Chestnut and Liberty street; thence by Liberty street to East Ohio street; thence by East Ohio street to city line; thence to Allegheny and Butler plank road (the same being a continuation of said East Ohio street), to Bridge street in borough of Millvale; thence by Bridge street to Grant avenue; thence by Grant avenue to Hooker street; thence by Hooker street to Lincoln avenue; thence by Lincoln avenue to said Allegheny and Butler plank road; thence by said plank road to and through Shaler township to Etna borough; thence by said plank road to its intersection with the Freeport road; thence by said Bridge street; thence by Bridge street to and across bridge to North Main street in the borough of Sharpsburg; thence by North Main street to Sixth street; thence by Clay street; thence to Thirteenth street; thence to Middle street; thence to borough line, with the right in Millvale to proceed from intersection of Bridge street and Allegheny and Butler plank road, by said plank road to borough, to Shaler township, returning by same route, thus forming a continuous route from the beginning to end and a complete circuit, with its own track, etc.

By resolution July 11, 1892, the route was extended as follows, viz: From a point in the borough of Etna, Allegheny county, Pa., at or near the intersection of the Allegheny and Butler plank road and the Freeport road, in said borough; thence along said Allegheny and Butler plank road, to the intersection thereof, with the road known as the Butler pike, and thence along the Butler pike to the borough line of said borough.

GENERAL BALANCE SHEET.

DR.		CR.	
Amount reported January 31, 1894	$2 400 00	Capital stock	$750,000 00
To lease—Construction and operating contract with the Allegheny Traction Company	$1,497,600 00	Bonds	150,000 00
Total	$1,500,000 00	Total	$1,500,000 00

MILLVALE PASSENGER RAILWAY COMPANY AND THE FORTY-THIRD STREET AND BLOOMFIELD PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. W. Siebert, President	Wineblddle ave., Pittsburgh, Pa.
Walter Lyon, Vice President	Allegheny City, Pa.
P. W. Siebert, Secretary	Pittsburgh, Pa.
J. T. Bell, Treasurer	Aiken ave., Pittsburgh, Pa.
P. W. Siebert, General Manager and General Superintendent	Wineblddle ave., Pittsburgh, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
P. W. Seibert,	Pittsburgh, Pa.
J. T. Kell,	Pittsburgh, Pa.
Walter Lyon,	Allegheny City, Pa.
James Gardner,	Bennett, Pa.
C. Baenerlein,	Bennett, Pa.
A. C. Milliken,	Pottstown, Pa.

Date of annual meeting for election of directors: June 10, 1894.

By whom is the road operated: Millvale Passenger Railway Company and Forty-third Street and Bloomfield Passenger Railway.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address P. W Siebert, Windsdale avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Roads were organized under the old street railway laws and were rechartered under the new street railway act on May 29, 1889.

They have about one mile of railway track leased from the Citizens' Traction Company of Pittsburgh, Pa., and one-half mile of track over the Ewalt street bridge.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Begins at Butler street and Forty-third street; thence along Forty-third street to Ewalt street bridge over Allegheny river; thence over said bridge to Millvale borough; thence along Bridge street to West Pennsylvania railroad tracks we have been detained by the West Pennsylvania railroad by action in court from crosing over their tracks.

After crossing West Pennsylvania railroad along Allegheny and Butler county plank road to Grant avenue; thence along said avenue to Hooker street to borough line and Shaler township; returning along Hooker street to Lincoln avenue and intersecting at Butler plank road with main line.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$1,192 59	Capital stock,	$20.000 00
Equipment,	3,334 69		
Amount due on capital,	15,472 72		
Total,	$20,000 00	Total,	$20,000 00

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$4 82
Surplus at commencement of the year,	311 45
Total surplus,	316 27

MONONGAHELA INCLINED PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
James M. Barley,	President,	Pittsburgb.
John L. Awl,	Secretary,	do.
	Treasurer,	
	Superintendent,	

DIRECTORS.

NAMES.	RESIDENCES.
M. W. Acheson,	Pittsburgh.
Geo. W. Beltzhoover,	Pittsburgh.
John Paul,	Pittsburgh.
Wm. Halpin,	Pittsburgh.
Jos. G. Walter,	Pittsburgh.
Wm. H. Nimick,	Pittsburgh.
Wm. E. Wrenshall,	Woodville, Pa.

Date of annual meeting for election of directors: Second Monday in January

By whom is the road operated, The Monongahela Inclined Plane Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Jas. M. Barley, president, or John L. Awl, secertary, treasurer and superintendent.

What kind of power is used for propelling the cars on your road: Stationary engines.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The road comences on Carson street in the Thirty-third ward of the city of Pittsburgh, at the foot of the hill and runs to Grandview avenue at the top in the Thirty-second ward.

The roads are laid on iron girder bridges to the rocks on the side of the hill a distance of 380 feet, the balance to terminus on 12 and 15 inch iron I beams covered with oak cross ties.

Both roads double track, 640 feet long and laid at an angle of 35 degrees 6 inches.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Punch tickets (60 trips) sold at,	1 25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$213,416 77	Capital stock,	$200,000 00
Real estate,	26,583 23	Bonds and mortgage,	50,000 00
Purchased bonds,	17,000 00	Surplus,	37,843 60
Cash,	40,843 60	Profit and loss,	10,000 00
Total,	$297,843 60	Total,	$297,843 60

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893; January, 1894.

Paid in dividends, cash,	$20,000 00
Paid to sinking fund,	2,983 94
Surplus at commencement of the year,	34,859 66
Total surplus,	37,843 60
Surplus invested as follows:	
Cash and loans,	$37,843 60

MONTGOMERY COUNTY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. Gallagher, President,	New York City.
Jas. P. McQuaide, Secretary,	Plainfield, N. J.
E. S. Perot, Treasurer,	Yonkers, N. Y.
J. H. Passmore, General Superintendent,	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
C. Gallagher,	New York.
E. S. Perot,	Yonkers, N. Y.
Jas. P. McQualde.	Plainfield, N. J.
Hugh Young,	Wellsboro, Pa.
J. H. Passmore,	Norristown, Pa.
John M. Dettra,	Norristown, Pa.
D. P. Regan,	Philadelphia.

By whom is the road operated: Norristown, Bridgeport and Conshohocken Traction Company.
General offices of the company at Norristown.
For information relating to this report, address Room 17, Lines Building, New York.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Montgomery County Passenger Railway Company was incorporated January 3, 1893, for 999 years—length of proposed road about eight miles, about one and one-half miles have been constructed—original capital was $50,000, afterwards increased to $150,000—3,000 shares $50 each and bonded for $150,000—2,640 shares of stock and $15,000 bonds were used to pay for building and equiping the road electrically; the balance of $135,000 of bonds are held in exero for future extension.

The road was leased for 999 years to the Norristown, Bridgeport and Conshohocken Traction Company, on the first of January, 1894. The road not having been operated prior to that time. The terms of the lease are as follows: The Traction Company are to pay the railroad company the first day of January and July of each year interest on the bonds lsued at that time at the rate of 6 per cent. per annum, and when the entire road is completed to proposed terminus at Barren Hill the further sums of are to be paid: $1,500 at the end of the first year, $2.000 at end of second year, $3,000 at end of third year, $4,000 at end of fourth year. $5,000 at end of the fifth year, and $6,000 at end of sixth year, and every year thereafter until termination of lease.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant,	$154,917 50	Capital stock,	$150,000 00
Expenses,	10,002 50	Bonds,	15.000 00
Total,	$165,000 00	Total,	$165,000 00

IMPORTANT CHANGES DURING THE YEAR.

January 1, 1894, this road was leased to the Norristown, Bridgeport and Conshohocken Traction Company.

MOUNT OLIVER INCLINE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. Z. Brickel, President,	Pittsburgh.
Daniel Beech, Secretary, Treasurer, Audltor.	Pittsburgh.
Miller Elliott, General Manager,	Pittsburgh.
W. J. Hurster, General Superintendent.	Knoxville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
H. Sellers McKee,	Allegheny, Pa.
Daniel Beech,	Pittsburgh.
J. P. Ilsley,	Philadelphia.
F. J. Tener,	Osborne, Pa.
F. Hampe,	Pittsburgh.
W. S. Foltz,	New Castle, Pa.

Date of annual meeting for election of directors: First Tuesday, May.

By whom is the road operated: Pittsburgh and Birmingham Traction Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Daniel Brech, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Steam on incline, electricity on street railway.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Leased to Birmingham Street Railway Company, September 23, 1891.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Carson street along Twelfth street to lower station, corner of Manor and Twelfth street, from lower station of incline plane to upper station on Washington avenue, from upper station along Mount Oliver street, John street and Amanda avenue to second toll gate on Brownsville road; also from upper station along Washington avenue to Beltzhoover borough.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction (incline),	$66,965 53	Capital stock,	$100,000 00
Construction (street railway,	24,933 99	First mortgage bonds,	44,500 00
Real estate,	25,300 00	Surplus,	29,883 76
Mortgage,	2,400 00		
Lessee,	46,434 24		
Stockholders,	8,350 00		
Total.	$174,383 76	Total,	$174,383 76

NANTICOKE STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
A. A. Sterling, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated and leased by the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered March 9, 1891.

NEW CASTLE ELECTRIC STREET RAILWAY, FOR YEAR ENDING JUNE 30TH, 1894.

OFFICERS.

NAMES.	RESIDENCES.
Thos. W. Phillips, President,	New Castle, Pa.
Wm. M. Brown, Vice President,	do.
John A. McKee, Secretary, Treasurer,	do.
Wm. M. Brown, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thos. W. Phillips,	New Castle, Pa.
Wm. M. Brown,	do.
O. H. P. Brown,	do.
S. S. Hamilton,	do.
C. J. Kirk,	do.

By whom is the road operated: New Castle Electric Street Railway Company.
General offices of the company at New Castle, Lawrence county, Pa.
For information relating to this report, address Wm. M. Brown, manager, New Castle, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter was granted September 28, 1889. The construction of the road was begun about May 12, 1890.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Long avenue at Moravia street; thence to Mill street; thence to Washington street; also beginning at Pittsburgh and Lake Erie railroad station on Pittsburgh street; thence to Washington street; thence along Washington street and West Washington street in the borough of West New Castle to Pennsylvania avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Car house account,	$1,676 91	New Castle Electric Company,	$500 00
Real estate account,	1,000 00	Capital stock,	40,000 00
Repair account,	1,592 53	Treasurer's account,	293 04
Construction account,	27,459 22	Receipt account,	4,295 60
Equipment account,	17,439 72	Rent account,	15 00
Discount account,	151 28	Ticket account,	27 00
Expense account,	2,311 02	Junk account,	2 82
Pay roll account,	1,649 85	Bills payable,	5,750 00
		Surplus account,	608 79
		Wm. M. Brown,	1,438 28
		John A. McKee,	45 00
		Eva Wick,	35 00
		S. S. Hamilton,	270 00
Total,	$53,280 53	Total,	$53,280 53

NORTH END PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
William B. Carson, President,	Allegheny, Pa.
William H. Graham, Secretary,	do.
R. F. Ramsey, Treasurer,	do.
D. F. Henry, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Samuel C. Grier,	Allegheny, Pa.
William H. Graham,	do.
D. F. Henry,	do.
William T. Lindsey,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: North End Passenger Railway Company.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address R. F. Ramsey, treasurer, 42 Sixth avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 15, 1891.

The road has only been completed for a portion of the route; have not yet purchased any equipment, by special arrangement the Federal Street and Pleasant Valley Passenger Railway Company have furnished cars and power to operate the road as far as completed to May 26, 1894, and all receipts are included in the report of that company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner of Washington avenue and West End avenue, Allegheny, Pa., along West End avenue to Cambridge street, to Winthrop street, to California avenue, return via. same route.

Connects with Pleasant Valley Passenger Railway Company, at Washington avenue, for Pittsburgh, Pa., and at California avenue for Bellevue, Pa.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

THE NORTHERN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. C. Golden, President,	Philadelphia, Pa.
M. C. Murphey, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. N. Carson,	Philadelphia, Pa.
W. H. Shelmerdine,	do.
J. Levering Jones,	do.
Caleb F. Fox,	do.
E. J. Mathews,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: People's Passenger Railway Company.

General offices of the company at Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address M. C. Murphy, treasurer, Eighth and Dauphin streets, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, September 29, 1890. Road constructed and operation commenced July 9, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Eighth street and Germantown avenue; north on Eighth street to Indiana avenue; east on Indiana avenue to Fairhill street; south on Fairhill street to York street; west on York street to Marshall street; south on Marshal street to Dauphin street; west on Dauphin street to Germantown avenue.

NORRISTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. Gallagher, President,	New York.
M. R. Wells, Vice President,	Norristown, Pa.
Jas. P. McQuaide, Secretary,	Plainfield, N. J.
E. S. Perot, Treasurer,	Yonkers, N. Y.
J. H. Passmore, General Superintendent,	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Jas. P. McQuaide,	Plainfield, N. J.
M. R. Wills,	Norristown, Pa.
John J. Murphy,	Bridgeport, Pa.
Henry Freedley,	Norristown, Pa.
Hugh Young,	Wellsboro, Pa.
John A. Seeley,	New York, N. Y.
J. Cloud Smith,	Norristown, Pa.
Joseph Fornance,	Norristown, Pa.
J. H. Passmore,	Norristown, Pa.
D. P. Regan,	Philadelphia.
E. S. Perot,	Yonkers, N. Y.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Norristown, Bridgeport and Conshohocken Traction Company.

Date of consolidation: January, 1894.

General offices of the company at Norristown.

For information relating to this report, address Room 17, Times Building, New York.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered 1884, and has been operated with horses until August, 1893.

January 1, 1894, was leased to Norristown, Bridgeport and Conshohocken Traction Company for 999 years. Terms of lease: Traction Company to pay interest on bonded issue and further, January 1, 1895, to pay $1,000; January 1, 1896, $1,500; January 1, 1897, $2,250; January 1, 1898, $3,000; January 1, 1899, and every year thereafter $4,000 until expiration of the lease.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fourth street, Bridgeport to Dekalb; Dekalb through Bridgeport and Norristown to Brown street, Brown street to Powell, Powell to Swede, Swede to Airy, Airy to Dekalb street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$72 36	Passenger traffic receipts,	$1,110 03
Transportation expense,	879 16	Bills payable,	10,159 85
Transportation expense sundries,	23 63	Capital stock,	75,000 00
Cost of power,	504 57	Mortgage bonds,	75,000 00
Interest,	2,259 00		
General expense,	260 75		
Office expense,	141 15		
Maintenance of power,	50 32		
Maintenance of cars,	67 10		
Power house betterments,	214 37		
Track betterments,	557 97		
Car betterments,	331 95		
Plant,	155,870 61		
Petty expense,	12 62		
Profit and loss,	224 32		
Total,	$161,269 88	Total,	$161,269 88

NORRISTOWN, BRIDGEPORT AND CONSHOHOCKEN TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James P. McQuaide, President,	Plainfield, N. J.
C. Gallagher, Vice President,	New York.
Edward S. Perot, Secretary, Treasurer,	Yonkers, N. Y.
J. H. Passmore, General Superintendent,	Norristown, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Henry Freedley,	Norristown, Pa.
Morgan R. Wills,	Norristown, Pa.
J. H. Passmore,	Norristown, Pa.
Jas. P. McQuaide,	Plainfield, N. J.
C. Gallagher,	New York.
E. S. Perot,	Yonkers, N. Y.
H. R. Rhoads (since dead),	Williamsport.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Norristown, Bridgeport and Conshohocken Traction Company.

What road, or road, are leased to and operated by your company: Norristown Passenger Railway Company, Montgomery County Passenger Railway Company.

General offices of the company at Norristown, Pa.

For information relating to this report, address Norristown, Pa., or the treasurer, Times Building, New York.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company received its charter September 8, 1893, and in January acquired by lease the Norristown Passenger railway and the Montgomery County Passenger railway.

The original capital was $10,000, application has been made to increase same to $250,000.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Cars leave car barn Fourth street, Bridgeport, runs south along Fourth street and River road to Swedelang, returning over same route and continuing north on Fourth street to Dekalb street, then east on Dekalb street over the Schuylkill river, through Norristown to Brown street, north on Brown street to Powell, west on Powell to Swede street, west on Swede street to Airy street, south on Airy to Dekalb street, west on Dekalb, recrossing the river to Fourth street, Bridgeport, then to car barn.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$814 45	Capital stock,	$10,000 00
Track betterment,	3,919 64	Passenger traffic receipts	8,004 75
General expense,	7,374 40	National Street Railway Construction Company, loan	4,005 80
Plant,	3,500 00	Merchandise,	991 12
Office expense,	190 70	I. D. Roshong,	25 00
Transportation expense,	3,571 94		
Petty expense,	57 02		
Maintenance of cars,	188 30		
Maintenance of track,	103 18		
Cost of power,	854 44		
Car betterment,	103 12		
Maintenance of line,	25 10		
Power house betterment,	1,511 98		
Maintenance of power plant,	31 32		
Line betterment,	24 30		
A. and P. Roberts & Co.,	756 78		
Total,	$23,026 67	Total,	$23,026 67

NUNNERY HILL INCLINE PLANE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Oliver P. Scalfe, President,	Pittsburgh, Pa.
Arthur Kennedy, Secretary.	do.
Horace E. Grant, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Oliver P. Scaife,	Allegheny, Pa.
Chas. C. Scaife,	do.
Jas. B. Scott, deceased,	do.
Geo. P. Hamilton,	do.
Arthur Kennedy,	do.
Sullivan Johnson,	do.

By whom is the road operated: Nunnery Hill Incline Plane Company.

General offices of the company at Allegheny City, Pa.

For information relating to this report, address Arthur Kennedy, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity operating stationary motors and wire rope cables.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of seventy-five sold for (each adult),	1 50

GENERAL BALANCE SHEET.

DR.		CR	
Cash,	$307 52	Accounts payable (balance amount	
Construction and equipment,	90,862 04	advanced by stockholders),	$1,632 00
Profit and loss,	462 44	Bonds,	30,000 00
		Capital stock,	60,000 00
Total,	$91,632 00	Total,	$91,632 00

OIL CITY STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John B. Smithman, President,	Oil City, Pa.
George S. Bredin, Secretary,	do.
George W. Parker, Treasurer,	do.
John B. Smithman, General Manager, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John B. Smithman,	Oil City, Pa.
George S. Bredin,	do.
J. H. Crum,	do.
N. H. Brown,	do.
H. C. Dorworth,	do.

Date of annual meeting for election of directors: The second Monday of January in each year.

By whom is the road operated: By its stockholders through a board of directors.

General offices of the company at Oil City, Pa.

For information relating to this report, address Jno. B. Smithman.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized June 25, 1889.

Construction has been seriously delayed by various obstacles so that the road is only partially constructed. An injunction restraining the railway company from crossing a county bridge within the city limits was obtained by the county commissioners and is now pending in the Supreme Court.

The road is in consequence operated at a loss in order to save its franchises until these obstacles can be removed.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and conections: Main street to and over Relief Bridge Company's bridge to Central avenue; thence to first street; thence to city limits upon First street; thence upon public road half a mile. Branch from Central avenue eastward upon First and Second streets, five-eighths of one mile.

No connections with any other road.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 100 sold for,	3 25
Tickets in packages of fifty sold for,	1 75
Tickets in packages of twenty-five sold for,	90

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	$36,200 77	Capital stock,	$54,100 00
Equipment,	15,687 94	Exchange bank,	4,909 59
Expense, (constructing and operating,)	2,974 35	John B. Smithman,	4,172 84
Interest,	810 50	Gross receipts,	6,737 57
State of Pennsylvania,	394 10		
Legal expenses,	327 75		
Operating expenses,	6,139 06		
Freight account, (constructing, operating, etc.),	448 03		
C. F. Hartwell, (owes subscription)*	2,000 00		
C. F. Hartwell, trustee, (owes subscription,)*	2,000 00		
William Bell, (owes subscription,)*	2,000 00		
Cash,	944 50		
Total,	$69,920 00	Total,	$69,920 00

* These subscriptions are not collectible.

PENN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James J. Donnell, President,	Pittsburgh.
John G. Bright, Secretary,	do.
Nath'l Holmes, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James J. Donnell,	Pittsburgh.
H. S. A. Stewart,	do.
John G. Holmes,	do.
Geo. C. Wilson,	do.
Wm. R. Holmes,	do.

By whom is the road operated: Citizens' Traction Company

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address James J. Donnell, president.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered May 19, 1892. Began running by Citizens' Traction Company, March 31, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on Frankstown avenue at a point where the Citizens' Traction Company now ends, along Frankstown avenue to city line, and through the borough of Brushton to Wood street where the same ends into the borough of Wilkinsburg; thence along Wood street to Pitt, to Wallace, to Coal, to Ross, to Hay, to Wallace, to Pitt, to Wood, to Frankstown avenue, and thence to place of beginning.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$234,694 91	Capital stock,	$500,000 00
Citizens Traction Company,	15,305 09	Mortgage bonds,	250,000 00
Profit and loss,	500,000 00		
Total,	$750,000 00	Total	$750,000 00

IMPORTANT CHANGES DURING THE YEAR.

Road extended from Tioga street in Brushton by way of Pitt and Wood streets to Penn avenue in Wilkinsburg.

PENNSYLVANIA MOTOR COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. E. Hand, President,	Scranton, Pa.
J. Marshall Young, Vice President,	Easton, Pa.
D. W. Nevin, Secretary,	Easton, Pa.
A. D. Chidsey, Treasurer,	Easton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
H. E. Hand,	Scranton, Pa.
W. H. Jessup,	Scranton, Pa.
W. H. Jessup, Jr.,	Scrantou, Pa.
J. Marshall Young,	Easton, Pa.
D. W. Nevin,	Easton, Pa.
A. D. Chidsey,	Easton, Pa.
Howard Rinek,	Easton, Pa.

Date of annual meeting for election of directors: First Monday in January.
By whom is the road operated: Easton Transit Company.
General offices of the company at Easton, Pa.
For information relating to this report, address A. D. Cheasey, treasurer, Easton, Pa.
What kind of power is used for propelling the cars on your road: Electricity

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Fourth street station of New Jersey Central railroad; thence through Fourth to Northampton, through Northampton to North 3d street, through North 3d to Chestnut, through Chestnut to Caltell, to Burke, to Pexinosa avenue, to Parker avenue terminus.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

IMPORTANT CHANGES DURING THE YEAR.

Leased March 15, 1893, to Easton Transit Company for 99 years

PENNSYLVANIA TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John J. Patterson, President,	Lancaster, Pa.
John Hertzler, Secretary, Treasurer,	do.
W. A. Armstrong, Jr., General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John J. Patterson,	Lancaster, Pa.
J. Ray Brown,	Lancaster, Pa.
John D. Skiles,	Lancaster, Pa.
S. M. Patterson,	Lancaster, Pa.
Robert McMeen,	Mifflintown, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: The Pennsylvania Traction Company.

What road, or roads, are leased to and operated by your company: Lancaster City Street Railway Company, Columbia and Ironville Street Passenger Railway Company, Lancaster and Columbia Railway Company, Columbia and Donegal Electric Railway Company.

General offices of the company at Lancaster, Pa.

For information relating to this report, address Jno. Hertzler, secretary and treasurer.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated July 19, 1893. Leased the before named roads February 5, 1894, July 1, 1894, and August 1, 1894.

RATE OF FARE FOR PASSENGERS.

Single fare, ... 5, 10, 15 & 25 cts.

GENERAL BALANCE SHEET.

DR.		CR.	
Property, purchased, franchises, rights of way, construction, equipment,	$11,422,090 79	Capital stock,	$9,900,000 00
Supplies, etc.,	5,000 00	Bonds issued,	1,114,500 00
Cash on hand,	2,759 21	Unfunded debt,	415,350 00
Total,	$11,429,850 00	Total,	$11,429,850 00

IMPORTANT CHANGES DURING THE YEAR.

This company succeeded the Lancaster Traction Company, February 5, 1894.

PEOPLE'S PASSENGER RAILWAY COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
Henry C. Moore, President,	Philadelphia.
D. C. Golden, Secretary, Treasurer,	do.
R. B. Selfridge, Auditor,	do.
L. H. McIntire, General Manager,	do.
Joseph C. Lugar,	do.

DIRECTORS.

NAMES.	RESIDENCES
Robert N. Carson,	Philadelphia.
William H. Shelmerdine,	do.
Caleb F. Fox,	do.
Edward J. Mathews,	do.
J. Levering Jones,	do.

Date of annual meeting for election of directors: Second Tuesday in January.

By whom is the road operated: The People's Passenger Railway Company.

What road, or roads, are leased to and operated by your company: This Company is lessee of the Germantown Passenger Railway Company and of the Green and Coates Streets Philadelphia Passenger Railway Company, the operating results of said leased lines are included in these reports. This company also operates the Northern Passenger Railway Company under agreement dated July 8, 1892, and the Centennial Passenger Railway Company under agreement dated April 21, 1893, the operating results of which are included in these reports.

General offices of the company at southwest corner Eighth and Dauphin streets, Philadelphia, Pa.

For information relating to this report, address: D. C. Golden, treasurer.

What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Passenger Railway Company. Act of incorporation dated April 15, 1893.

This company leased the Green and Coates Streets Philadelphia Passenger Railway Company September 1, 1881, and the Germantown Passenger Railway Company October 13, 1881, and all these lines have since been and still are operated by the People's Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Callowhill Street Division: From Callowhill street bridge, east on Callowhill street to Front street, south on Front to Market and return by double track to place of beginning. From Front and Vine, west on Vine to Fourth and York avenue, north on York avenue to Callowhill.

Fourth and Eighth Division: From Eighth and Dauphin, east on Dauphin to Germantown avenue, south on Germantown avenue to Fourth, to Snyder avenue, west on Snyder avenue to Eighth, north on Eighth to place of beginning; Eighth and Dauphin to Germantown avenue, to Fourth, to Walnut, to Eighth and return to place of beginning.

Germantown Division: From Eighth and Dauphin, north on Eighth to Germantown avenue, to Church street and return by double track to place of beginning.

Norris and Susquehanna Division: From Eighth and Susquehanna avenue, west to Twenty-second street, south on Twenty-second to Norris, east on Norris to Germantown avenue, to Fourth, to Walnut, to Eighth and return to place of beginning.

Girard Avenue Division: From Taney street and Girard avenue, west on Girard avenue, to Elm avenue, to Belmont avenue and return by double track; east to Gunner's run and

return by double track to place of beginning; from Girard avenue, south on Palmer to Allen, east on Allen to Shackamaxon, to Girard avenue.

Greene and Coates Division: From Twenty-fourth and Fairmount avenue, east on Fairmount avenue to Twenty-second street, south on Twenty-second street to Green, east on Green to Fourth, to Dickinson, to Eighth, to Fairmount avenue, west on Fairmount avenue to park entrance, and return by double track; from Twenty-fifth and Fairmount avenue to Green, to Fourth, to Walnut, to Eighth and return by Fairmount avenue to place of beginning; east on Green from Fourth, to Beach, north on Beach to Fairmount avenue, to Eighth street.

Indiana Avenue Division: From Eighth and Dauphin, on Dauphin to Marshall, on Marshall to York, on York to Fairhill on Fairhill to Indiana avenue, on Indiana avenue to Eighth, on Eighth to Dauphin.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	03

GENERAL BALANCE SHEET.

DR.		CR.		
Construction and equipment	$637,614 77	Capital stock, common,	$740,000 00	
Leases, cost account	1,110,788 47	Capital stock, preferred,	277,402 25	
Real estate	9,833 33			$1,017,402 25
Investments in stocks	264 334 89	Funded debt		750,000 00
Materials and supplies	7,402 22	Ground rents payable		5,833 33
Office fixtures	142 50	Drivers' security deposits		321 07
Cash	55,429 14	Sundry accounts payable		151,780 34
Loans	124,764 41	Leased equipment account		194,707 50
Bills receivable	5,236 20	Unpaid coupon interest		1,315 00
Sundry accounts receivable	10,007 40	Profit and loss		260,508 84
Guarantee Trust and Safe Deposit Company (trust deposits)	65,075 00			
Real Estate Title Insurance and Trust Company (trust deposit)	91,240 00			
Total	$2,381,868 33	Total		$2,381,868 33

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 31, 1893, 1.25 dollars per share; Jan. 31, 1894, 1.25 dollars per share.

Paid in dividends: Cash, $207,500.00.

IMPORTANT CHANGES DURING THE YEAR.

The road during the year has been in process of construction for the trolley system by the People's Traction Company.

PEOPLE'S STREET RAILWAY COMPANY OF LUZERNE COUNTY.

OFFICERS.

NAMES.	RESIDENCES.
P. S. Page, President	
H. H. Archer, Vice President	
Horace E. Hand, Secretary, Treasurer	

DIRECTORS.

NAMES.	RESIDENCES.
P. S. Page,	Scranton, Pa.
H. H. Archer,	do.
J. Alton Davis,	do.
W. W. Winton.	do.
Horace E. Hand,	do.
J. P. Ilsley,	do.
(One vacancy).	

Date of annual meeting for election of directors: First Tuesday of November.

By whom is the road operated: The Scranton Traction Company.

With what other companies consolidated: Scranton and Providence Passenger Railway Company.

Date of consolidation: 25th May, 1868.

What road, or roads, are leased to your company: Scranton Suburban Railway Company, Scranton Passenger Railway Company.

General offices of the company at Scranton.

For information relating to this report, address Horace S. Hand, Scranton.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Company was chartered by act of Legislature approved March 25, 1865 (P. L. 1866, p. 1199.)

The different lines were constructed soon after the charter was obtained, and were operated by horses until 1888, when electricity was adopted.

In 1892 the company was leased to the Scranton Traction Company, the rental being the guaranty of all fixed charges and 6 per cent. per annum on the capital stock.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From D., L. & W. depot, one line along Lackawanna, Jefferson, Madison and Quincy avenues and Pine, Bank and Maple streets to Dunmore.

Another line along Lackawanna, Wyoming and Penn avenues, Carbon, Mulberry and North Main streets to Providence and city line.

Another to Green Ridge, along Wyoming, Penn, Capouse, Sanderson and Green Ridge streets.

Another to Hyde Park, along West Lackawanna, South Main, Swetland, Eynon, Washburn and Robinson streets.

Another to Bellevue along West Lackawanna and Seventh street.

Another to South Scranton along Lackawanna, Cedar, Pittston and Mattes.

Another along Franklin, Spruce, Adams, Gibson, Maple, Mulberry, Washington, Green Ridge, Sanderson, East Market, Marion, and electric cars to Green Ridge and Dunmore.

Another along Linden, Jefferson, Mulberry, Prescott, Vine, Wheeler and Olive to Nay Aug Falls.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 3 per cent. November 1, 1893; 3 per cent. May 1, 1894. This is part consideration of the lease to Scranton Traction Company. Six per cent.

Paid in dividends: Cash, $36,000.

PEOPLE'S ELECTRIC STREET RAILWAY COMPANY, BEAVER FALLS.

OFFICERS.

NAMES.	RESIDENCES.
Hartford P. Brown, President,	Rochester, Pa.
Jas. P. Stone, Secretary,	Beaver Falls, Pa.
Chas. H. Bentel, Treasurer,	Freedom, Pa.
Philip Bentel, General Superintendent,	Freedom, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Hartford P. Brown,	Rochester, Pa.
Harry W. Reeves,	Beaver Falls, Pa.
Henry M. Camp,	Rochester, Pa.
Theo. P. Simpson,	Beaver Falls, Pa.
John C. Witla,	Beaver Falls, Pa.
Dan. H. Stone,	Beaver, Pa.
Jas. P. Stone,	Beaver Falls, Pa.

By whom is the road operated: The People's Electric Street Railway Company.
General offices of the company at Rochester, Penn'a.
For information relating to this report, address Jas. P. Stone.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The People's Electric Street Railway Company was organized the 18th day of August, 1891.

CHARACTERISTICS OF ROAD.

The road begins at a point in Rochester township on the Brighton road, about one-half mile north of Rochester, it runs south on Brighton road to Madison street, in borough of Rochester, thence east to Brighton street, and thence southeast to New York street, thence on New York street to Railroad street, thence east on Railroad street to borough line, thence east through Rochester township on county road to Main street, in borough of Freedom, thence along said Main street to the borough of St. Clair, and thence along Main street in borough of St. Clair to a point near the borough line, being the terminus at present.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$2,503 00	Capital stock,	$150,000 00
Stationery,	12 00	Bonds,	50,000 00
Office furniture and fixtures,	270 32	Bills payable,	11,400 00
Construction,	124,302 25	Cash overdrawn at the bank,	1,221 47
Equipment,	86,805 15	Sundries,	1,221 55
Sundries,	189 00	Surplus,	540 02
Due from mail service,	42 15	Balance net gain,	482 43
Interest paid in advance,	176 60		
Insurance paid in advance,	85 00		
Stock and material on hand,	580 00		
Total,	$214,965 47	Total,	$214,965 47

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893, declared dividend of fifty cents per share.

Paid in dividends, cash,	$1,500 00
Balance for the year, or surplus,	1,122 45

PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
William W. Colket,		Philadelphia.
T. W. Pennypacker,	Secretary, Treasurer,	Delaware county, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Winfield S. Wilson,	Chester county, Pa.
William Cochran,	Philadelphia.
John M. Chesnut,	Philadelphia.
Collins W. Walton.	Philadelphia.
John A. Brown, Jr.,	Philadelphia.
Jacob Naylor,	Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Philadelphia Traction Company.
General offices of the company at 202 Walnut Place, Philadelphia, Pa..
For information relating to this report, address William W. Colket, president.
What kind of power is used for propelling the cars on your road: Electrical and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia City Passenger Railway Company was incorporated by the act of Assembly passed March 26, 1859.

Date of charter, April 9, 1859.

The Philadelphia City Passenger Railway is leased to the West Philadelphia Passenger Railway Company for the term of 900 years, beginning with the first day of January, 1884, at an annual rental of $150,000.00, together with $2.500.00 per annum for the purpose of defraying the expenses of maintaining the corporate organization of the company. The lessee also pays the interest on the bonded indebtedness of the company, and all taxes on capital stock, bonds, etc.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment.	$875,842 88	Capital stock, ...	$475,000 00
Cash, ...	84,235 41	Mortgage bonds, ...	200,000 00
		Debenture bonds, ...	100.000 00
		Mortgage bonds (Philadelphia and Darby), ...	43.000 00
		Unclaimed interest and dividends. .	1,269 70
		Rental of road account, ...	75,000 00
		Profit and loss.	65,808 59
Total, ...	$960,078 29	Total, ...	$960,078 29

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 10, 1893, seven and one-half; January 10, 1894, seven and one-half. 15 per cent.

Paid in dividends, cash,	$150,000 00
Balance for the year, or surplus,	380 09
Surplus at commencement of the year,	7,585 62
Total surplus,	$7,965 71
Surplus invested as follows:	
Cash,	$7,965 71

PHILADELPHIA AND DARBY RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Beauveau Borie. President,	Philadelphia.
Collins W. Walton, Vice President,	do.
William W. Colket, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Collins W. Walton,	Philadelphia.
William W. Colket,	Philadelphia.
Thomas U. Walker,	Chester county, Pa.
*Charles J. Walton,	Philadelphia.
Benjamin S. Kunkel,	Philadelphia.
Theodore Weinwag,	Philadelphia.

*Since deceased.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 202 Walnut Place, Philadelphia, Pa.
For information relating to this report, address William W. Colket, secretary.
What kind of power is used for propelling the cars on your road: Electrical.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Philadelphia and Darby Railway Company was incorporated by the act of Assembly approved April 28, 1857, with a capital stock of ten thousand shares of twenty dollars each.

Was sold at sheriff's sale April 4, 1881, and reorganized as the Philadelphia and Darby Railway Company May 2, 1881, with a capital stock of four thousand shares at a par value of fifty dollars per share.

The Philadelphia and Darby railroad was leased to the Philadelphia City Passenger Railway Company for 999 years, beginning with the first day of January, A. D. 1870, at an annual rental of $8,000.00, less State tax on capital stock, in equal half yearly payments on the first day of July and January in each and every year, together with fifty dollars per annum for maintaining the corporate organization of the company; the lessee also pays the interest on the bonded indebtedness of the company and the taxes on the same.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$259,000 00	Capital stock,	$200,000 00
Real estate,	41,000 00	Mortgage bonds,	100,000 00
Total,	$300,000 00	Total,	$300,000 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated com- during the year: The dividends are paid directly to the stockholders by the lessees, in accordance with the terms of the lease.

PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Edward Hopkinson, President,	Philadelphia.
Lewis S. Renshaw, Secretary,	do.
Lewis S. Renshaw, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. Hicks Conrad,	Philadelphia.
James McManes,	do.
Richard Dale,	do.
Samuel W. Woodhouse,	do.
Morris E. Fell,	do.
Benjamin F. Hart,	do.

Date of annual meeting for election of directors: Third Tuesday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address the secretary.
What kind of power is used for propelling the cars on your road: Horses and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On December 31, 1890, the Philadelphia and Gray's Ferry Passenger Railway was leased to the Philadelphia Traction Company for nine hundred and ninety-nine years, from January 1, 1891, at a rental of $43,225.00 per annum ($3.50 per share), for the first five years, and $49,400.00 per annum ($4.00 per share), thereafter.

In addition to the rental the lessee pays all taxes, running expenses, etc.

CHARACTERISTICS OF ROAD.

Will be included in report of the Philadelphia Traction Company, Lessee.

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment,	$249,514 40	Capital stock,	$309,207 00
Schuylkill River Passenger Railroad Company stock,	49,050 00	Conductors and drivers deposits,	26 19
Over-issue stock,	10,000 00	Dividends 9, 10, 13, 15,	51 03
Cash,	3,028 81	Profit and loss,	2,308 99
Total,	$311,593 21	Total,	$311,593 21

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original or consolidated companies during the year: July 6, 1893, three per cent., $18,525; January 4, 1894, three and one-half per cent., $21,612.50. Six and one-half per cent.

Paid in dividends: Cash, $40,137.50.

PHILADELPHIA TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Peter A. B. Widener, President,	Philadelphia,
Wm. L. Elkins, First Vice President,	do.
George D. Widener, Second Vice President,	do.
D. W. Dickson, Secretary, Treasurer,	do.
James T. Gorman, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.
Wm. L. Elkins,	do.
James McManes,	do.
Thomas Dolan,	do.
Joseph B. Altemus,	do.
George W. Elkins,	do.

Date of annual meeting for election of directors: Last Tuesday in November of each year.
By whom is the road operated: Philadelphia Traction Company.
What road, or roads, are leased to and operated by your company: Union, Continental, Seventeenth and Nineteenth Streets, West Philadelphia, Philadelphia City, Philadelphia and Darby, Empire, Catherine and Bainbridge Streets, Marshal Street, Kessler, Ridge Avenue, Thirteenth and Fifteenth Streets, Philadelphia and Gray's Ferry Passenger Railway Companies.
General offices of the company at northwest corner Forty-first and Haverford streets.
For information relating to this report, address D. W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Cable, electricity and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of present charter, November 28, 1888.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections:

Richmond Branch.—Depot, Norris and Thompson streets. On Thompson to Marlborough, to Belgrade, to Frankford avenue, to Master, to Eighteenth, to Jefferson, to Seventh, to Susquehanna avenue, to Otis, to Coral, to York, to Thompson, to the depot.

Fairmount Branch.—Depot. Twenty-third and Brown streets. On Twenty-third street to Wallace, to Kessler, to Spring Garden, to Franklin, to Race, to Seventh, to Market, to Delaware avenue, return to Ninth, to Spring Garden, to Twenty-third, to Brown, to Twenty-ninth, to Poplar, to the park, and east on Poplar to Twenty-ninth, to Brown, to the depot.

Fourth and Lawrence Streets Branch.—Depot, Lehigh avenue, and Hancock street, Indiana avenue and Lawrence street, south on Lawrence to Manor, to Montgomery avenue to Randolph, to Master, to Franklin, return on Master, to Seventh, to Oxford, to Fourth, to Indiana avenue, to Lawrence, to place of starting.

Columbia Avenue Branch.—Depot, Twenty-third and Columbia avenue. On Columbia avenue to Franklin street, to Race, to Seventh, to Market, to Delaware avenue, return on Market to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Thirty-third and from Thirty-third east on Columbia avenue to the depot.

Jefferson Street Branch.—Depot, Lehigh avenue and Hancock street. Down Hancock street to Columbia avenue, to Franklin, to Master, to Twenty-ninth, to Poplar, to the park, return on Poplar to Twenty-seventh, to Jefferson, to Seventh, to Oxford, to Fourth, to Columbia avenue, to Howard, to Lehigh avenue, to the depot.

Eighteenth and Twentieth Streets Branch.—Depot, Twentieth and Montgomery avenue. On Twentieth street to Ridge avenue, to South College avenue, to Twentieth, to Filbert, to Seventh, to Sansom, to Eighteenth, to Francis, to Perkiomen, to Vineyard, to Ridge avenue, to Eighteenth, to Montgomery avenue, to Twenty-second to Susquehanna avenue, to Twenty-first, to Montgomery avenue, to the depot.

York and Dauphin Streets Branch.—Depot, Norris and Thompson streets. On Norris from Memphis to Fourth, to York, to Twenty-seventh, to Dauphin, to Thirty-third, return on Dauphin to Twenty-seventh, to York, to Twentieth, to Dauphin, to Franklin, to Susquehanna avenue, to Coral, to York, to Memphis, to place of beginning.

Seventeenth and Nineteenth Streets Branch.—Depot, Seventeenth and Berks streets. On Seventeenth street to Chestnut, to Front, to Walnut, to Eighteenth, to Sansom, to Nineteenth, to Montgomery avenue, to Twentieth, to Dauphin, to Seventeenth, to the depot.

Twelfth and Sixteenth Streets Branch.—Depot, Fifteenth and Cumberland streets. Starting at Fifteenth and Cumberland, on Fifteenth to Susquehanna avenue, to Twelfth, to Snyder avenue, to Sixteenth, to Huntingdon, to Fifteenth.

Christian Street Branch.—Depot, Twentieth and Wharton streets. On Twentieth to Ellsworth street, to Twenty-third, to Christian, to Seventh, to Federal, to Front, to Wharton, to Ninth, to Ellsworth, to Nineteenth, to Wharton, to the depot.

Nineteenth and Twentieth Streets Branch.—Depot, Twentieth and Wharton streets. On Twentieth street to Chestnut, to Front, to Walnut, to Nineteenth, to Tasker, to Twentieth, to the depot.

Catharine and Bainbridge Streets Branch.—Depot, Schuylkill avenue and Kansas street. On Schuylkill avenue to Bainbridge street, east on Bainbridge to Front, south on Front to Catharine, west on Catharine to Gray's Ferry road, southwest on Gray's Ferry road to Christian street, west on Christian street to Schuylkill avenue, to the depot, and on Gray's Ferry road to Thirty-sixth street from Christian street.

Seventeenth and Eighteenth Streets Branch.—Depot, Twentieth and Wharton streets. From Reed street, north on Eighteenth to Filbert, to Seventh, to Sansom, to Seventeenth, to Reed, to Eighteenth, place of starting.

Market Street Branch.—Depot, Forty-first and Haverford streets. On Forty-first street to Market, to Delaware avenue, returning by same route.

Baring Street Branch.—Depot, Forty-fourth and Columbia avenue. From Forty-fourth street and Elm avenue, east on Elm avenue to Fortieth street, to Fairmount avenue, to Thirty-sixth, to Baring, to Thirty-third, to Market, to Delaware avenue; return on Market to Thirty-third, to Baring, to Thirty-seventh, to Fairmount avenue, to Fortieth, to Ogden, to Forty-first, to Elm avenue, to Forty-fourth, place of starting.

Haddington Branch.—Depot, Forty-first and Haverford streets. On Haverford street to Sixty-seventh; returning on Haverford street to Sixty-fifth, to Vine, to Fifty-third, and Haverford street to the depot.

Market Street Extension.—Depot, Forty-second and Chestnut streets. West on Market from Forty-first to Sixty-third, to Vine; returning the same route.

Spruce Street Branch.—Depot, Forty-ninth and Woodland avenue. East on Woodland avenue to Forty-seventh, to Chester avenue, to Forty-first, to Spruce, to Woodland avenue, to Thirty-third, to Market, to Delaware, avenue; return on Market to Thirty-third, to Woodland avenue, to Spruce, to Forty-second, to Chester avenue, to Forty-seventh, to Woodland avenue, to the depot.

Lancaster Avenue Branch.— Depot, Forty-fourth and Columbia avenue. On Forty-fourth street to Lancaster avenue, to Thirty-second, to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to Thirty-second, to Lancaster avenue, to Forty-fourth, to Elm avenue, and return on Forty-fourth street to the depot.

Chestnut Street Branch.—Depot, Forty-second and Chestnut streets. On Forty-second street to Baltimore avenue; return on Forty-second to Chestnut, to Front, to Walnut, to Twenty-second, to Chestnut, to the depot.

Darby Branch.—Depot, Forty-ninth and Woodland avenue. From the borough of Darby, in Delaware county, on Darby road to Woodland avenue, to Thirty-second and Market streets; returning by the same route.

McKean Street Branch.—Depot, Seventh and McKean streets. On McKean street to Ninth, to Spring Garden, to Seventh, to Columbia avenue, to Twenty-fourth; return east on Columbia avenue to Franklin street, to Race, to Seventh, to McKean, place of starting.

Seventh and Ninth Streets Extension.—Depot, Lehigh avenue and Hancock streets. Starting from Broad and Lehigh avenue, east on Lehigh avenue to Ninth street, to Dauphin, to Franklin, to Columbia avenue, to Seventh, to Lehigh avenue, to Broad street.

Belgrade street Branch.—Depot, Norris and Thompson streets. Starting from Allegheny avenue down Edgemont to Somerset, to Cedar, to Memphis, on Memphis to Palmer, to Front and Harrison, Harrison to Howard, to Columbia avenue, to Franklin, to Thompson, to Marlborough, to Belgrade, to York, to Cedar, to Somerset, to Thompson, to Allegheny avenue, to place of beginning.

Gray's Ferry Branch.—Depot, Twentieth and Wharton streets. Starting from Dickinson and Twenty-second street, north on Twenty-second to Ellsworth, to Twenty-third, to Spruce, to Third, to Dock, to Second, to Pine, to Twenty-second, to Christian, to Twenty-first, to Long Lane, to Dickinson, place of starting. Also from Spruce on Twenty-third to Callowhill, to Twenty-fifth to Green; returning on Twenty-fifth to Hamilton, to Twenty-second, to Spruce.

Spring Garden Street Branch.—Depot, Twenty-third and Brown streets. Starting from Twenty-ninth and Master, on Master to Twenty-seventh, to Poplar, to Twenty-fourth, to Brown, to Twenty-third, to Wallace, to Twenty-second, to Spring Garden, to Franklin, return on Spring Garden to Twenty-third, to Brown, to Twenty-seventh, to Poplar, to Twenty-ninth, to Master street.

Thirteenth and Fifteenth Streets Branch.—Depot at Fifteenth and Cumberland streets and Thirteenth and Jackson streets. On Fifteenth from Cumberland, to Mifflin, to Broad, to Jackson, to Thirteenth, to Cumberland, to place of starting.

North Broad Street.—Depot, Fifteenth and Cumberland streets. On Fifteenth to Glenwood avenue, to Broad, to Erie avenue, to Fifteenth street, to Indiana avenue, to Broad street, to Glenwood avenue, to Fifteenth street, to the depot.

Ridge Avenue Branch.—Depot, Ridge and Susquehanna avenues. Starting at Susqueahnna and Ridge avenues, on Ridge avenue to Tenth, to Arch, to Front street; returning on Arch street to Ninth street, to Ridge avenue, to the depot.

Manayunk Division.—Depot, Ridge and Susquehanna avenues. Starting at Susquehanna and Ridge avenues, on Ridge avenue to Green street, Manayunk, returning same route.

Morris and Tasker Streets Branch.—Depot, Twentieth and Wharton streets. From Twentieth and Wharton, on Wharton to Twenty-first, to Long Lane, to Twenty-eighth, to Passyunk avenue, to Schuylkill river; return on Passyunk avenue, to Twenty-eighth, to Long Lane, to Morris, to Otsego, to Tasker, to Twentieth, to Wharton street, place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Exchange tickets,	08

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$437,901 04	Capital stock,	$10,000,000 00
Stocks,	3,391,640 22	Bonds,	1,103,460 00
Equipment,	616,834 28	Open accounts,	6,063,431 56
Construction,	609,231 62		
Open accounts,	12,111,284 40		
Total,	$17,166,891 56	Total,	$17,166,891 56

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividends declared November 28, 1893, May 7, 1894, 7 per cent. on par value of capital stock.

Paid in dividends: Cash, $490,000.

PITTSBURGH, ALLEGHENY AND MANCHESTER PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Fred. Gwinner, President	Allegheny, Pa.
C. L. Magee, Vice President	Pittsburgh.
A. M. Neeper, Secretary, Treasurer	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Fred Gwinner	Allegheny, Pa.
C. L. Magee	Pittsburgh.
Geo. B. Hill	Allegheny, Pa.
Joshua Rhodes	Allegheny, Pa.
J. H. Dalzell (died since last election, vacancy not filled,)	

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.
With what other companies consolidated: Leased to above traction company.
Date of consolidation: Leased July 25, 1890.
General offices of the company at 516 Liberty street, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, 35 Bakewell building, Pittsburgh.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated April 12, 1859.
Main line and branches constructed and operated from time to time, from date of incorporation to the summer of 1866. Capital stock fixed by charter at $75,000, and increased from time to time to $350,000.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate	$124,998 55	Capital stock	$350,000 00
Pittsburgh, Allegheny and Manchester Traction Company	210,642 91		
Cash	500 00		
Profit and loss	13,858 54		
Total	$350,000 00	Total	$350,000 00

PITTSBURGH, ALLEGHENY AND MANCHESTER TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. B. Hill, President,	Allegheny, Pa.
Joshua Rhodes, Vice President,	Allegheny, Pa.
A. M. Neeper, Secretary,	Pittsburgh.
Wm. Montgomery, Treasurer,	Pittsburgh.
G. F. Greenwood, General Manager,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. B. Hill,	Allegheny, Pa.
Joshua Rhodes,	do.
Fred. Gwinner,	do.
Wm. Eberhardt,	do.
J. H. Dalzell,	do.

Date of annual meeting for election of directors: Third Monday in May.

By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.

With what other companies consolidated: None. This company has leased and agreed to operate the Pittsburgh, Allegheny and Manchester Passenger Railway Company and the Pittsburgh Union Passenger Railway Company.

Date of consolidation: Date of leases: July 25, 1891. Term of Pittsburgh, Allegheny and Manchester Passenger Railway Company, 999 years. Term of Pittsburgh Union Passenger Railway Company, 985 years.

General offices of the company at 516 Liberty street, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, 35 Bakewell building, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized December 14, 1889, with a capital stock of $5,000, 100 shares, par value $50 each, which was increased to $3,000,000 May 29, 1890.

After the increase of the capital stock on July 25, 1890, the company leased the property and franchises of the Pittsburgh, Allegheny and Manchester Passenger Railway Company, for the term of 999 years, and on the same date the property and franchises of the Pittsburgh Union Passenger Railway Company, for the term of 985 years, having previously contracted to equip their roads with necessary apparatus, and to operate the same as electrical roads.

On August 4, 1890, the contract for re-construction of the passenger railways was let.

The foundations of road-bed was constructed with concrete, in which were laid oak ties, the rails being the girder flange rail, mounted upon chairs fixed to the ties.

The overhead system of wiring is used in the operation of the road.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From corner Sixth and Liberty streets, Pittsburgh, along Sixth to Suspension bridge to Allegheny City; thence via. Federal street, West Ohio street, Western avenue, Bidwell street, Pennsylvania avenue to Beaver avenue, along Beaver and Island avenues to Preble avenue; from Federal street along East Ohio street to Chestnut street; from Federal street along Lacock to Craig, to Rebecca, to Beaver avenue, to Pennsylvania avenue; from Federal along Robinson to School street, to South avenue, to Allegheny avenue, to Franklin street, to Sedwick street, to Washington avenue to Beaver avenue; on Franklin street from Sedwick street to Fulton street to Washington avenue; on

Preble avenue from Island avenue to Hanover street, to McClure avenue, to Gass avenue; from Suspension bridge (Pittsburgh end) along Duquesne way to Fifth street to Liberty avenue to Market street.

Connects with Citizens' Traction Company, Pittsburgh Traction Company, Pittsburgh Union Passenger Railway Company and Federal Street and Pleasant Valley Railway Company.

Union line: From corner of Fifth avenue and Market street, Pittsburgh, along Fifth avenue to Liberty street, to Fifth street, to Penn avenue, to Water street, to Union bridge, across bridge to Grant avenue, Allegheny city; thence along Grant avenue, South avenue, Allegheny avenue, Franklin street, Fulton street, Washington avenue, Market street and Staunton avenue to car house; thence along Preble avenue, Hanover street, McClure avenue, to Woods Run avenue to terminus.

Connects with Pittsburgh, Allegheny and Manchester Passenger Railway Company and Pittsburgh Western Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for,	2 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$997,884 67	Capital stock,	$3,000,000 00
Equipment,	489,119 76	Funded debt,	1,495,000 00
Stock Pittsburgh, Allegheny and Manchester Passenger Railway Company,	2,450,000 00	Pittsburgh Union Passenger Railway Company bonds,	100,000 00
Stock Pittsburgh Union Passenger Railway Company,	466,900 00	Personal property Pittsburgh, Allegheny and Manchester Passenger Railway Company,	60,142 39
Stock Union Bridge Company,	612 50	Personal property Pittsburgh Union Passenger Railway Co.,	22,405 55
Stock Pittsburgh Produce Exchange,	10 00	Bills payable,	250,400 00
Investment P. A. & M. P. T. Co. stock,	5,167 73	Accounts payable,	3,465 82
Real estate,	47,540 00	Profit and loss,	60,447 88
Lease Pittsburgh, Allegheny and Manchester Passenger Railway Company,	252,289 81		
Lease Pittsburgh Union Passenger Railway Company,	135,876 30		
Cash,	41,300 00		
Treasury stock Pittsburgh, Allegheny and Manchester Traction Company,	5,160 84		
Bonds in bands of treasurer,	100,000 00		
Total,	$4,991,861 64	Total,	$4,991,861 64

STOCKS AND DIVIDENDS.

Amount of stock issud as stock dividends, and dates of issue: July 10, 1893, 2 1-2 per cent. on 58,351 1-3 shares, $72,939.16; dividend No. 3.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 20, 1894, 2 1-2 per cent. on 59,810 113-1000 shares, $74,762.64.

Paid in dividends, stock,	$72,939 16	$147,701 80
Paid in dividends, cash,	74,762 64	
	$147,701 80	
Balance for the year, or surplus,		85,698 39
Surplus at commencement of the year,		122,451 29
Total surplus,		60,447 88

PITTSBURGH AND BIRMINGHAM PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. Sellers McKee, President,	Pittsburgh.
F. J. Tener, Secretary, Treasurer,	do.
Miller Elliott, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
H. Sellers McKee,	Pittsburgh.
Thos. M. McKee,	Pittsburgh.
D. Z. Brickell.	Pittsburgh.
M. A. Verner,	Pittsburgh.
C. M. Clark.	Philadelphia.

Date of annual meeting for election of directors: Second Tuesday in October.
By whom is the road operated: Pittsburgh and Birmingham Traction Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address F. J. Tener, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued July 5, 1859.
Leased November 19, 1889, to Pittsburgh and Birmingham Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$63,800 00	Capital stock,	$200,000 00
Construction,	124,789 08	Bonds and mortgages,	75,000 00
Equipment,	55,451 04	P. and B. Traction Company,	287 51
Profit and loss,	31,247 39		
Total,	$275,287 51	Total,	$275,287 51

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 13, 1893, paid a six per cent. dividend, viz: $12,000.

PITTSBURGH AND BIRMINGHAM TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. Sellers McKee, President,	Pittsbbrgh.
C. M. Clark, Vice President,	Philadelphia.
F. J. Tener, Secretary,	Pittsburgh.
Daniel Beech, Treasurer,	Pittsburgh.
Miller Elliott, General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
H. Sellers McKee,	Pittsburgh.
C. M. Clark,	Philadelphia.
D. Z. Brickell,	Pittsburgh.
John M. Duff.	Pittsburgh.
A. C. Wettengel,	Pittsburgh.
T. H. Given,	Pittsburgh.
Thos. H. Bakewell,	New York.

Date of annual meeting for election of directors: Second Tuesday in October.
By whom is the road operated: Pittsburgh and Birmingham Traction Company.
What road, or roads, are leased to and operated by your company: Pittsburgh and Birmingham Passenger Railway Company, South Side Passenger Railway Company.
General offices of the company at Pittsburgh, Penna.
For information relating to this report, address F. J. Tener, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued August 15, 1889, to Pittsburgh and Birmingham Traction Company.

Pittsburgh and Birmingham Passenger Railroad Company including the South Side Passenger Railroad Company. Leased November 19, 1889, to the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Main line: Beginning corner Thirty-fourth and Carson streets, along Carson street to and over Smithfield street bridge, along Smithfield street to Liberty street, along Liberty street to Union depot; thence returning by same route to place of beginning.

Short line: Beginning corner Carson and Thirtieth streets, along Thirtieth street to Sarah street, along Sarah street to Tenth street, along Tenth street to and over Birmingham bridge to Second avenue, along Second avenue to Grant street, along Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue; thence returning by same route to place of beginning.

Jane street line: Beginning at Twenty-eighth and Jane street, along Jane street to Eighteenth street, along Eighteenth street to Sidney street, along Sidney street to Seventeenth street, along Seventeenth street to Bingham street, along Bingham street to Sixth street. This line being single track.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of unlimited sold for (rate),	5

GENERAL BALANCE SHEET.

DR.		CR.	
Property and railway,	$2,895,750 00	Capital stock,	$3,000,000 00
Improvement,	1,629,738 32	Profit and loss,	75,784 70
Stocks in other companies,	699,275 00	Bond and mortgage,	1,500,000 00
Horses,	620 00	Bonds guaranteed,	594,000 00
Monongahela Bridge Company,	164,432 61	Bills payable,	44,424 52
Accounts receivable,	8,564 47	Accounts payable,	68,889 79
Cash,	23,846 09	Debenture bonds,	106,000 00
		Accrued bond interest and unpresented coupons,	33,127 48
Total,	$5,422,226 49	Total,	$5,422,226 49

PITTSBURG INCLINE PLANE RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. F. Grimes, President,	Knoxville, Pittsburgh.
J. P. Moore, Secretary and Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. F. Grimes,	Knoxville, Pittsburgh.
E. J. Mathews,	Philadelphia.
Francis Rawle,	Philadelphia.

By whom is the road operated: Pittsburgh and Birmingham Traction Company.

General offices of the company at Knoxville, Pittsburgh, Pa.

For information relating to this report, address J. F. Grimes, Knoxville, Pittsburgh, Pa

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Refer you to previous reports, no change having occurred since.

The plane is leased to the Pittsburgh and Birmingham Traction Company, for nine hundred and ninety-nine years. The said Pittsburgh and Birmingham Traction Company paying all taxes, interest on bonds and a rental of fifteen thousand dollars per year and $20,000 additional for expenses. All of which has been paid in dividends.

PITTSBURG, NEVILLE ISLAND AND CORAOPOLIS PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Arras, President	Coraopolis, Pa.
T. R. Pittock, Vice President	Neville Island, Dixmont P. O.
M. D. Rowland, Secretary	Coraopolis, Pa.
Geo. A. Lashell, Treasurer, General Superintendent	Coraopolis, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
T. R. Pittock	Neville Island.
W. J. Phillips	Neville Island.
Henry Eckert	Neville Island.
J. I. Shanks	Neville Island.
John Von Stein	Neville Island.
E. C. Kleinman	Neville Island.
H. W. Burns	Coraopolis, Pa.
Geo A. Lashell	Coraopolis, Pa.
W. S. Ramsy	Coraopolis, Pa.
M. D. Rowland	Coraopolis, Pa.
W. S. P. Cochran	Coraopolis, Pa.
R. F. Conkle	Coraopolis, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: The Pittsburgh, Neville Island and Coraopolis Railway Company.

General offices of the company at Coraopolis, Allegheny county, Pa.

For information relating to this report, address J. W. Arras, president, Coraopolis, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On March 29, 1892, articles of association were entered into at Coraopolis, Pa., by a number of the residents of Coraopolis borough and Neville Island (Neville township), Allegheny county, Pa., and an application made for a charter of the company which was duly granted April 4, 1893.

Negotiations were at once entered into for the necessary rights of way and consent of the local authorities, the last of which was only obtained in June, 1893.

Plans and specifications for the construction and equipment of the road were prepared and proposals solicited. The contract for construction of the road was entered into on July 8, 1893, and on March 1, 1894, the work had progressed so far that cars were put in operation between Chartiers avenue in McKee's Rocks borough, the eastern terminus of the line, and the foot of Neville Island, a distance of about seven and on-half miles. At this point some delay was experienced in extending the line pending the completion of the Coraopolis and Neville Island bridge. On July 24, 1894, the bridge had reached such a stage of completion as to permit the running of cars over it, and on that day traffic was opened to the western terminus of the line at Thorn street, in the borough of Coraopolis. Since that date no interruption to the running of the company's cars has occurred.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route of the Pittsburgh, Neville Island and Coraopolis railway is as follows: Beginning at its connection with the Pittsburgh and West End Passenger railway at the intersection of Chartiers avenue with the "river road" in the borough of McKees' Rocks; thence by the said "river road," an unnamed avenue on the Robb and Munson property, Munson avenue, Ella street and Helena avenue in the borough of McKees' Rocks to an unnamed alley on the property of Mrs. Nettie McKee Graham, in Stowe township, Allegheny county; thence by the said alley, an unnamed sixty foot street, on unnamed sixty foot avenue, an unnamed forty foot street, an unnamed twenty foot alley, and an unnamed twenty-five foot way to the Neville Island road in Stowe township aforesaid; thence by the said Neville Island road and county bridge to Neville township, Allegheny county, aforesaid; thence by the Neville Island road and Grand or Neville avenue on said Neville Island to a bridge across the back channel of the Ohio river at Coraopolis borough; thence by said bridge to Fesser street in said Coraopolis borough, and thence by said Fesser street and Fourth avenue to Thorn street in said borough of Coraopolis, the western terminus of the line. The entire length of the route is approximately eight and three-fourths miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	5 & 10 cts.
Tickets in packages of fifty sold for,	$4 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$92,715 21	Capital stock (paid in),	$55,690 00
Rlgbt of way,	801 80	First mortgage bonds,	61,500 00
Real estate,	4,950 00	Bills payable,	8,768 08
Car equipment,	12,584 24	Accounts payable,	20,946 70
Machinery and tools,	8,893 07		
Power house,	5,753 03		
Car barn,	542 89		
Coraopolis and Neville Island Bridge Company stock,	19,000 00		
Office furniture,	5 55		
Accounts receivable,	75 64		
Cash,	1,320 80		
Profit and loss (net loss),	262 55		
Total,	$146,904 78	Total,	$146,904 78

IMPORTANT CHANGES DURING THE YEAR.

The entire line has been constructed and put in operation during the year.

PITTSBURGH, OAKLAND AND EAST LIBERTY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. L. Elkins, President,	Philadelphia.
J. G. Traggardh, Secretary, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. L. Elkins,	Philadelphia.
P. A. B. Widener,	Philadelphia.
Geo. W. Elkins,	Pittsburgh.
C. L. Magee,	Pittsburgh.
Geo. W. Elkins,	Philadelphia.
Wm. Flinn,	Pittsburgh.
Geo. C. Wilson,	Pittsburgh.

Date of annual meeting for election of directors: Fourth Monday of January.

The property and franchises of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, were on the 17th day of June, 1887, leased to the Pittsburgh Traction Company for the term of nine hundred and ninety-nine years, which company has since that date operated the road, and as to all questions hereafter put to which answers are not appended, you are respectfully referred to the report of that company.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of corporate charter April 8, 1859.

PITTSBURGH TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
George W. Elkins, President,	Pittsburgh.
C. L. Magee, Vice President,	do.
J. G. Traggardh, Secretary, Treasurer,	do.
J. W. Reed, Auditor,	do.
William L. Elkins, General Manager, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
P. A. B. Widener,	Philadelphia.
William L. Elkins,	Philadelphia.
George W. Elkins,	Philadelphia.
George W. Elkins,	Pittsburgh.
C. L. Magee,	Pittsburgh.
William Flinn,	Pittsburgh.
George C. Wilson,	Pittsburgh.

Date of annual meeting for election of directors: Fourth Monday of January each year.

By whom is the road operated: The Pittsburgh Traction Company.

With what other companies consolidated: The Pittsburgh, Oakland and East Liberty Passenger Railway Company, the Central Transit Company.

Date of consolidation: June 17, 1887.

What road, or roads, are leased to and operated by your company: The Duquesne Traction Company.

General offices of the company at 6006 Penn avenue, East End Pittsburgh.

For information relating to this report, address J. G. Traggardh, secretary, 6006 Penn avenue.

What kind of power is used for propelling the cars on your road: Cable and electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Pittsburgh Traction Company was organized April 14, 1887, with an authorized capital of two million five hundred thousand dollars payable in instalments. Up to date one million nine hundred thousand dollars of this has been paid up.

After securing control of the Pittsburgh, Oakland and East Liberty Passenger Railway Company, the work of changing said road from horse to cable was commenced, and by November, 1888, the whole line including that part of the Central Transit Company from Wylie avenue to its terminus at Liberty avenue was operated by cable.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Liberty street through Fifth avenue to Shady avenue; thence by Penn avenue to company's East Liberty depot; thence returning by Highland avenue to starting point.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of 100 sold for,	5 00

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investment and real estate,	$1,275,982 71	Capital stock.	$2,500,000 00
Construction,	1,272,097 83	First mortgage coupon bonds.	750,000 00
Equipment,	192,902 41	Mortgage on lot, Fifth avenue.	10,000 00
Cash,	21,000 97	Vouchers for monthly supplies.	7,052 26
Instalments not yet called,	600,000 00	Unfunded debt increased for construction and equipment.	182,326 80
Ledger accounts collectible from corporations and individuals,	192,840 32	Unfunded debt owing corporations and individuals.	48,784 26
		Surplus.	56,660 92
Total,	$3,554,824 24	Total,	$3,554,824 24

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: August 1, one dollar and fifty cents per share; February 1, one dollar and fifty cents per share.

Paid in dividends, cash: $150,000.00.

PITTSBURGH UNION PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Dalzell, President,	Allegheny.
A. M. Neeper, Secretary,	Pittsburgh.
W. Montgomery, Treasurer,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Dalzell,	Allegheny.
C. L. Magee,	Pittsburgh.
Joshua Rhodes,	Allegheny.
Fred. Gwinner,	Allegheny.
Wm. Montgomery,	Pittsburgh.
Geo. B. Hill,	Allegheny.
J. H. Dalzell (Died since last election; vacancy not filled).	

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Pittsburgh, Allegheny and Manchester Traction Company.

Date of consolidation: Leased July 25, 1890.

General offices of the company at 516 Liberty street, Pittsburgh, Pa.

For information relating to this report, address A. M. Neeper, secretary, Bakewell Building, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association dated October 3 and filed November 2, 1878. Letters patent issued November 2, 1878, to Union Passenger Railway Company.

Pittsburgh Union Passenger Railway Company, articles of association dated August 27, and filed August 30, 1879. Letters patent issued August 30, 1879.

The above companies were consolidated August 26, 1881, and tracks were laid and cars run during the spring and summer of 1881.

Capital stock, $100,000, upon which has been paid in, $82,755.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$14,878 85	Capital stock,	$82,755 00
Pittsburgh, Allegheny and Manchester Traction Company,	11,447 25		
Cash,	246 01		
Profit and loss,	56,162 89		
Total,	$82,755 00	Total,	$82,755 00

IMPORTANT CHANGES DURING THE YEAR.

Extension have been made to the road as follows, viz: From the terminus at McClure and Woods Run avenues, along McClure avenue to Davis avenue, along Davis avenue to the Allegheny and New Brighton turnpike road, along said road to Woods' Run avenue, thence to McClure avenue.

Along Woods Run avenue from its intersection with the Allegheny and New Brighton turnpike road to Perrysville avenue.

From the intersection of Woods Run avenue and Central avenue, along Central to Grand avenue, along Grand avenue to the line of Watson Park.

PITTSBURGH AND WEST END PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES	RESIDENCES.
John C. Reilly, President,	Pittsburgh.
Thomas S. Bigelo, Vice President,	do.
William V. Callery, Secretary,	do.
William J. Burns, Treasurer, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John C. Reilly,	Pittsburgh.
Thomas S. Bigelow,	do.
William J. Burns,	do.
James D. Callery,	do.
William V. Callery,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Wm. J. Burns.

General offices of the company at West Parson street and Point bridge.

For information relating to this report, address Wm. J. Burns, treasurer and general manager.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The charter of the Pittsburgh and West End Passenger Railway Company was granted March 26, 1879. City ordinances passed and road constructed and put in operation on July 4 of same year. The horses and mules until December 3, 1892, when electric power was introduced and operated by same up to present time.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Starting at Fifth avenue and Market street, Fifth avenue to Liberty street, to Fifth street, to Penn avenue to Water street, to Point bridge, to Carson street, to Main street, to Wabash street, to Woodville avenue, to Hohn street, end of line. Branch or extension from Point bridge east on Carson street to Monongahela bridge and west on Carson street to city line, then on Chartiers and Robinson Twp. turnpike to McKees' Rocks, then along Chartiers avenue to Bryants. Branch from Pittsburgh, Chicago and Youghiogheny railroad along Island avenue to borough line, also branch from Chartiers along River avenue to Shingiss street to Phoenix Park, also branch from Carson on Steubon street to Elliott borough.

RATE OF FARE FOR PASSENGERS.

Single fare, main line, five cents; McKees' Rocks, ten cents.

Exchange tickets to Monongahela branch and West End extension, tickets in books of fifty sold for $3.50 on McKees' Rocks branch.

GENERAL BALANCE SHEET.

DR.		CR.	
Plant account, (franchises and rights of way),	$1,403,773 08	Capital stock,	$1,500,000 00
Construction account,	498,091 07	Bonds,	500,000 00
Equipment account,	149,880 78	Bills payable,	46,400 00
Sundries account,	11,580 25	Sundries, bridge toll,	12,666 66
Cash account,	194 05	Profit and loss account,	4,452 57
Total,	$2,063,519 23	Total,	$2,063,519.23

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: December 31, 1893, cash one per cent. on 30,000 shares; June 30, 1894, cash one per cent. on 30,000 shares.

Paid in dividends cash,	$30,000 00
Balance for the year, or surplus, P. & L. account,	762 17
Surplus at commencement of the year,	3,690 44
Total surplus,	4,452 57
Surplus invested as follows:	
Material, fuel and stores,	1,263 83

IMPORTANT CHANGES DURING THE YEAR.

Track built and put in operation during year. From old stable on Wabash street to trestle double track, thence to Shalerville, single track, 7,308 feet; Chartiers avenue from Pittsburgh, Chicago and Youghiogheny crossing to Bryants, double track, 7,600 feet; Phoenix Park, single track, 3,525 feet; total 18,433 feet. Under construction: Steuben street west of Wabash avenue, 1,800 feet; from Steuben street through Elliott borough, single, 1,200 feet; from Pittsburgh, Chicago and Youghiogheny crossing on Island avenue, double, 6,000 feet; total, 9,000 feet.

PITTSTON STREET CAR COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Hollenback, President,	Wilkes Barre, Pa.
C. J. Swan, Secretary,	do.
Jno. Graham, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
J. W. Hollenback,	Wilkes Barre, Pa.
W. Geno,	Plymouth, Pa.
Geo. Johnson,	Pittston, Pa.
Jno. Graham,	Wilkes Barre, Pa.
Isaac Thomas,	Pittston, Pa.
C. J. Swan,	Wilkes Barre, Pa.

By whom is the road operated: Pittston Street Car Company.

General offices of the company at No. 2 South Main street, Wilkes-Barre.

For information relating to this report, address John Graham, treasurer, No. 2 South Main street, Wilkes-Barre, Pa.

What kind of power is used for propelling the cars on your road: Horse power.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized as the Pittston Street Car Company, September 21, 1882.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, real estate, etc.,	$12,292 48	Capital stock,	$10,000 00
Cash,	777 72	Operating expenses,	3,070 20
Total,	$13,070 20	Total,	$13,070 20

IMPORTANT CHANGES DURING THE YEAR.

Leased by the Wilkes-Barre and Wyoming Valley Traction Company, May 1, 1894.

Report herein made up to April 30, 1894, report from April 30, to June 30, included in the report of the Wilkes-Barre and Wyoming Valley Traction Company.

PLYMOUTH STREET RAILWAY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
A. A. Sterling, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 10, 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, legal and franchise,	$400 00	Capital stock paid in,	$400 00
Total,	$400 00	Total,	$400 00

POTTSTOWN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. N. Malsberger, President,	Pottstown, Pa.
Calvin Fegely, Secretary, Treasurer,	do.
Lewis P. Muthart, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. N. Malsberger,	Pottstown, Pa.
Calvin Fegely,	do.
J. W. Healy,	do.
Wm. S. Ellis,	do.
Jacob C. Sotter,	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Pottstown Passenger Railway Company.
General offices of the company at Pottstown, Pa.
For information relating to this report, address Geo. N. Malsberger, Pottstown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter granted July 3, 1890. Operation begun March, 1893. Road open to general public June 15, 1893.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$56,212 13	Capital stock,	$60,000 00
Equipment,	27,231 90	Funded debt,	4,500 00
Real estate,	48,344 20	Unfunded debt,	60,992 25
Right of way,	3,000 00	Bills payable,	9,743 15
Organization,	1,130 17	Profit and loss,	1,571 29
Stock on hand,	748 63		
Cash,	139 66		
Total,	$136,806 69	Total,	$136,806 69

THE PUNXSUTAWNEY STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
S. E. Wilson, President,	Punxsutawney, Pa
J. K. North, Vice President,	do.
A. J. Truitt, Secretary,	do.
L. C. Myers, Treasurer, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
S. E. Wilson,	Punxsutawney, Pa.
L. W. Robinson,	do.
J. K. North,	do.
L. C. Myers,	do.
A. J. Truitt,	do.

Date of annual meeting for election of directors: Second Monday in January of every year.
By whom is the road operated: The Punxsutawney Street Passenger Railway Company.
General offices of the company at Punxsutawney, Pa.
For information relating to this report, address L. C. Myers, general superintendent.
What kind of power is used for propelling the cars on your road: Electricity.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of fifty sold for,	2 00
Tickets in packages of six sold for,	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, which includes real estate, $1,900.00.	$36,790 42	Capital stock,	$18,000 00
		Funded debt,	14,000 00
Note for construction and equipment, not included in last report. error,	200 00	Unfunded debt, note not reported last year,	200 00
Assets on hand, last report $392.04, $19.56 material on hand,	372 48	Part of last year's receipts applied on construction and equipment account,	4,190 42
Material now on hand, estimated,	19 56	Paid this year out of receipts, note,	600 00
		Unfunded debt, bills payable,	327 18
		Loss during the year,	64 86
Total,	$37,382 46	Total,	$37,382 46

READING CITY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Owen, President,	545 Centre aveuue, Reading, Pa.
James S. Douglas, Vice President,	211 South Fifth street, Reading, Pa
Henry A. Muhlenberg, Secretary,	200 North Fourth street, Reading, Pa.
Henry A. Muhlenberg, Treasurer,	520 Washington street, Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Owen,	545 Centre avenue, Reading, Pa.
James S. Douglas,	211 South Fifth street, Reading, Pa.
William R. McIlvain,	210 North Fifth street, Reading, Pa.
Walthan Hartsler,	722 Centre avenue, Reading, Pa.
William A. Sands,	428 Walnut street, Reading, Pa.
Albert Shelheimer,	105 North Eighth street, Reading, Pa.
Charles H. Schaeffer,	226 North Sixth street, Reading Pa.
John Riche,	630 Centre avenue, Reading, Pa.
Henry A. Muhlenberg,	200 North Fourth street, Reading, Pa.

By whom is the road operated: The Reading Traction Company under lease executed April, 1893, for ninety-nine years.

For information relating to this report, address B. F. Irwen or Harry A. Muhlenberg.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The history of the organization and construction will be found in front and especially the last report to the Department.

GENERAL BALANCE SHEET.

DR.		CR.	
57 squares track at $1,500 per square,	$85,500 00	Capital stock, 7,000 shares at $50 per share,	$350,000 00
Fifth street branch, 26 squares, cost,	31,695 42	General mortgage bonds, due 1909,	112,000 00
Schuylkill avenue branch, 9 squares, cost,	9,261 35	Life tickets,	3,000 00
Perkiomen avenue passenger railway system, cost,	159,024 49	Profit and loss per difference between value of assets and amount of liabilities including capital stock,	26,753 17
Real estate:			
Sixth and Minor streets,	18,000 00		
South Third street,	16,000 00		
Tenth and Pike streets,	143 50		
Tenth and Exeter streets,	15,931 80		
Perkiomen avenue,	4,280 50		
Second street branch cost,	1,584 76		
Benjamin street branch cost,	13,465 35		
Mineral Springs road branch cost,	11,808 63		
Ninth and Tenth street branch road cost,	22,610 10		
Eleventh street branch cost,	15,907 11		
Deysher real estate, Third street,	2,060 75		
Eighth street branch,	20,743 60		
Sixth street branch extension, 1892,	7,625 81		
Equipment and personal property turned over to Reading Traction Company, as per Twenty-second street report,	56,110 00		
Total,	$491,753 17	Total,	$491,753 17

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: There has no time during the existence of the original Reading City Passenger Railway Company or since the consolidation

of that company with the Perkiomen Avenue Passenger Railway Company under the name of the first mentioned company, been any issue of stocks as a stock dividend.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January, 1894, dividend No. 19, three and one-half per cent. on $350,000. Paid in cash on and after above date, $12,250.

(For July dividend of 1893 was was passed in order that outstanding notes of the company might be paid.)

Paid in dividends, cash, ... $12,750 00

READING AND SOUTHWESTERN PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. W. Shepp, President,	
J. B. Sterley, Vice President,	
Vincent S. Seltzer, Secretary. Treasurer,	
George W. Keim, General Manager, General Superintendent,	

DIRECTORS.

NAMES.	RESIDENCES.
S. B. Shepp,	Reading, Pa.
J. H. Rothermel,	Reading, Pa.
Nicholas Rothermel,	Reading, Pa.
J. B. Sterley,	Reading, Pa.
W. Van Reed,	Reading, Pa.
H. C. Geissen,	Reading, Pa.
G. Fred. Mertz,	Reading, Pa.
C. T. Fox,	Reading, Pa.
W. Rebman,	Philadelphia.
A. N. Kissinger,	Reading, Pa.
E. L. Garber,	Stevens, Lanc. co., Pa.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated: The Reading and Southwestern Street Railway Company.

General offices of the company at Reading, Pa.

For information relating to this report, address V. S. Seltzer, secretary.

What kind of power is used for propelling the cars on your road: Electric.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Third and Penn streets in the city of Reading; thence south on Third street to Chestnut street; thence on Chestnut street to Water street; thence on Water street to a bridge crossing the Schuylkill river to a point in the road leading from the Harrisburg bridge to the Lancaster bridge; thence along said road to the Lancaster road; thence on the Lancaster road to the road to Mohnsville; thence on said Mohnsville road to the village of Hendleton; thence on property belonging to the company to the village of Mohnsville in the county of Berks; thence returning by the same route to the place of beginning.

From the main line also a branch beginning at Third and Franklin streets; thence eastward on Franklin street to Ninth street.

RATE OF FARE FOR PASSENGERS.

Single fare, ...	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$154,497 20	Capital stock,	$130,000 00
Material on hand,	1,500 00	Bills payable,	24,146 35
Coal,	502 08	Current account,	234 10
Bills receivable,	1,146 35	Surplus,	3,265 18
Total,	$157,645 63	Total,	$157,645 63

READING TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John A. Rigg, President,	Reading, Pa.
M. C. Allenbach, Secretary, Treasurer,	do.
John A. Rigg, General Manager,	do.
Samuel E. Rigg, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
John A. Rigg,	Reading, Pa.
Richmond L. Jones,	Reading, Pa.
Robert N. Carson,	Philadelphia.
R. Nelson Buckley,	Philadelphia.
Clarence M. Clark,	Philadelphia.

Date of annual meeting for election of directors: First Tuesday in October.

By whom is the road operated: Reading Traction Company.

With what other companies consolidated: Reading City Pasenger Railway Company and East Reading Electric Railway Company, under lease.

Date of consolidation: April 1, 1893, with Reading City Passenger Railway Company; May 1, 1893, with East Reading Electric Railway Company, both under lease for ninety-nine years.

What road, or roads, are leased to and operated by your company: Reading City Passenger Railway Company, East Reading Electric Railway Company.

General offices of the Company at Reading, Pa.

For information relating to this report, address M. C. Allenbach, Reading, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Reading Traction Company organized under act of March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies for operating passenger railways by cables, electricity or other means." Letters patent issued and certificate recorded March 9, 1893.

This company leased the Reading City Passenger Railway Company, April 1, 1893, and reconstructed and equipped the road electrically during 1893 and 1894, completed June 30, 1894, and leased the East Reading Electric Railway Company, May 1, 1893.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Same as reported by Reading City Pasenger Railway Company and East Reading Electric Railway Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for,	25
Coupon books thirty rides for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Property and real estate,	$1,020,755 14	Capital stock,	$1,000,000 00
Car houses,	34,212 03	First mortgage bonds,	500,000 00
Office fixtures,	932 76	Bills payable,	37,303 21
Construction,	208,565 11	Accounts payable,	20,581 83
Equipment,	160,784 23	Reinvestment,	18,579 60
Supplies on hand,	3,565 15	Mortgage,	4 000 00
Cash,	14,131 46	Surplus account,	2,545 05
Bills receivable,	15,652 17		
Accounts receivable,	859 21		
Treasurer (unsold bonds),	100,000 00		
Profit and loss,	23,552 43		
Total,	$1,583,009 69	Total,	$1,583,009 69

IMPORTANT CHANGES DURING THE YEAR.

Completed change from horse to electrical power on leased road of Reading City Passenger Railway Company.

RIDGE AVENUE PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. B. Edwards, President,	.....
William S. Blight, Secretary, Treasurer,	.....

DIRECTORS.

NAMES.	RESIDENCES.
William S. Grant,	Philadelphia.
R. A. F. Penrose, M. D.,	do.
Henry Morris,	do.
John Lambert,	do.
Chas. B. Penrose, M. D.,	do.

Date of annual meeting for election of directors: Second Monday in January every year.

By whom is the road operated: Leased to Philadelphia Traction Company, September 1, 1892, for 999 years.

With what other companies consolidated: The Girard College Passenger Railway Company and the Ridge Avenue and Manayunk Passenger Railway Company.

Date of consolidation: March 8, 1872.

General offices of the company at corner of Ridge and Susquehanna avenue, Philadelphia, Pa.

For information relating to this report, address William S. Blight, treasurer.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Girard College Passenger Railway Company, charter April 15, 1858. First car run over road March 14, 1859. The Ridge Avenue and Manayunk Passenger Railway Company, charter March 28, 1859. First car run in fall of 1859.

Consolidated March 8, 1872, under title of the "Ridge Avenue Passenger Railway Company." This road was leased on September 1, 1892, to Philadelphia Traction Company, for 999 years.

Rent, three years $10 per share on 15,000 shares, $150,000; 996 years $12 per share on 15,000 shares, $180,000.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$584,811 00	Capital stock,	$420,000 00
Cash,	37,957 79	Invested fund (offices, department shops, stables, etc.),	139,791 49
		Profit and loss,	47,477 30
		Bills payable,	15,500 00
Total,	$622,768 79	Total,	$622,768 79

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 1893, July 1, $2.50 per share on 15,000 shares, $37,500; 1893, October 1, $2.50 per share on 15,000, $37,500; 1894, July 1, $2.50 per share on 15,000 shares; $37,500; 1894, April 1, $2.50 per share on 15,000 shares, $37,50; organization expenses, $2,000; toal, $152,000.

THE RINGING ROCKS ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Cyrus Q. Guldin, President,	Pottstown, Pa.
Samuel Fronheiser, Vice President,	do.
Ralph E. Shaner, Secretary,	do.
Aaron K. Shaner, Treasurer,	do.
S. S. Scholl, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Cyrus Q. Guldin,	Pottstown, Pa.
Samuel Fronheiser,	Pottstown, Pa.
Aaron K. Shaner	Pottstown, Pa.
Ralph E. Shaner,	Pottstown, Pa.
Jacob S. Bahr,	Pottstown, Pa.
Milton R. Davidheiser,	Pottstown, Pa.
H. M. Boone,	Pottstown, Pa.
George C. Hollenbach,	Sanatoga, Pa.
Frank S. Brant,	Sanatoga, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Ringing Rocks Electric Railway Company.
General offices of the company at No. 156 High street, Pottstown, Pa.
For information relating to this report, address Ralph E. Shaner, secretary, Pottstown, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized in August, 1893, and incorporated September 1, 1893. Construction was begun in April, 1894, and the track completed in June, 1894. A few passengers, excursionists from Conshohocken principally were carried over the line on June 16, but the line was not opened for travel until June 21, 1894, since which time it has been open continuously. As the line was not completed finally nor cars in proper running order until in July, nor were the bills all presented it is impossible to give an accurate statement of total cost of construction or of bills payable on June 30, 1894.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the north side of Queen street; thence northward on Hanover street to Beech street; thence eastward on Beech street to Charlotte street; thence northward on Charlotte street to Mervine street; thence eastward on Mervine street to the westerly side of the Washington Hill road; thence northwesterly through lands of Kepler and Twinehart, Catharine Stubblebine, John P. Fredd and Aaron K. Shaner to a point near the Ringing Rocks in Lower Pottsgrove township, Montgomery county, Pennsylvania, a total distance of three and seven-tenth miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Excursion tickets,	15

ST. CLAIR INCLINE PLANE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. S. Hughes, President	Pittsburgh.
Will S. Jones, Secretary	do.
R. B. Mellon, Treasurer	do.
Wm. S. Hughes, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. S. Hughes	Pittsburgh.
Will S. Jones	do.
Walter S. Mitchell	do.
James R. Mellon	do.
Andrew W. Mellon	do.

Date of annual meeting for election of directors: First Tuesday of January.
By whom is the road operated: St. Clair Incline Plane Company.
General offices of the company at 514 Smithfield street, Pittsburgh, Pa.
For information relating to this report, address R. B. Mellon.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter September 9, 1885. Construction of road commenced in 1886 and ended in 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Route north and south over six streets located in the Twenty-seventh ward, city of Pittsburgh.

RATE OF FARE FOR PASSENGERS.

Single fare	$0 05
Tickets in packages of fifty sold for	1 25

GENERAL BALANCE SHEET.

DR.		CR.	
Permanent investments	$225,000 00	Capital stock	$150,000 00
Cash on hand June 30th, 1893	1,221 11	Funded debt	75,000 00
Gross receipts	13,552 25	Expenses	15,300 28
Profit and loss, over draft	526 92		
Total	$240,300 28	Total	$240,300 28

STOCKS AND DIVIDENDS.

Balance for the year or surplus, none in debt over draft	$526 92
Surplus at commencement of the year	1,221 11

SCHUYLKILL ELECTRIC RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
C. H. Barritt, President.	Wayne, Pa.
F. G. Yuenghling, Vice President,	Pottsville, Pa.
Jesse Newlin, Secretary,	Port Carbon, Pa.
Wm. A. Barritt, Jr., Treasurer,	St. David's, Pa.
J. B. Stewart, General Superintendent,	Pottsville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. K. Sigfried.	Pottsville, Pa.
L. W. Weissinger,	Pottsville, Pa.
J. W. Beecher,	Pottsville, Pa.
L. B. Walker,	Pottsville, Pa.
August Knecht,	Pottsville, Pa.
R. C. Luther,	Pottsville, Pa.
Mathew Bedow,	Pottsville, Pa.
F. G. Yuenghling,	Minersville, Pa.
F. H. Treat.	Pottsville, Pa.
	Wayne, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Schuylkill Electric Railway Company.
General offices of the company at Pottsville, Schuylkill county, Pa.
For information relating to this report, address Pottsville office.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association dated October 4, 1889. Letters patent issued October 5, 1889.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From People's railway depot on Russel street to Twelfth street, on Twelfth street to Market street, westward on Market street to Franklin street in the borough of Yorkville, returning by same way to Twelfth and Market streets; thence eastward on Market to Centre streets; thence south on Centre to Mauch Chunk; thence to Worman street; thence south across bridge (Schuylkill river), to Palo Alto borough on Bacon street; thence west on Bacon street to Palo Alto borough line; thence along the side of Sharp mountain in the township of North Manheim to the upper end of the second Tumbling run dam opposite the Tumbling run hotel; returning the same way to bridge in Palo Alto borough; thence eastward on Bacon street to bridge across Schuylkill river on Coal street in Port Carbon borough; on Coal street to Pike street; on Pike street to Lawton town; returning by same route to the place of beginning; thence from the corner of Centre and Market streets, Pottsville; on Centre street north to Peacock street; thence west on Peacock street to borough line, in all eight and one-third miles.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for,	25
Tickets in packages of sixteen sold for,	50

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$237,826 44	First mortgage bonds.	$95,000 00
Insurance,	972 52	First mortgage,	8,000 00
Real estate,	12,165 50	Script dividend,	400 00
Supplies on hand,	500 00	Capital stock,	138,350 00
Sundry items,	4,355 31	Coupons outstanding,	22 50
Profit and loss,	17,894 90	Sundry bills,	8,775 02
		Bills payable,	22,830 00
		Deficit in cash book,	337 15
Total,	$273,714 67	Total,	$273,714 67

SCHUYLKILL RIVER PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Oliver Hopkinson, President	Philadelphia.
Lewis S. Renshaw, Secretary	do.
Lewis S. Renshaw, Treasurer	do.

DIRECTORS.

NAMES.	RESIDENCES.
Matthew Brooks	Philadelphia.
J. Hicks Conrad	do.
Joseph Hopkinson	do.
Samuel W. Woodhouse	do.
Edward Hopkinson	do.
Lewis Elkin	do.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Philadelphia Traction Company.
General offices of the company at 1001 Chestnut street, Philadelphia.
For information relating to this report, address secretary.
What kind of power is used for propelling the cars on your road: Horses.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Charter approved April 16, 1866.

On December 29, 1866, a lease was executed to the Philadelphia and Grays Ferry Passenger Railway Company for the term of ninety-nine years, and on January 1, 1891, the Philadelphia and Grays Ferry Passenger railway was leased to the Philadelphia Traction Company for the term of nine hundred and ninety-nine years.

By a provision in the original lease the stockholders of this company have the right to convert their stock into the stock of the Philadelphia and Grays Ferry Passenger Railway Company at the rate of five shares for one, consequently all of the said stock has been converted into stock of the Philadelphia and Grays Ferry Passenger Railway Company, except one hundred and ninety shares, the lessees paying to the lessors fifty cents a share per annum.

GENERAL BALANCE SHEET.

DR.		CR.	
Road and equipment	$47,463 54	Capital stock	$50,000 00
Balance of cash paid over to the Philadelphia, and Gray's Ferry Passenger Railway Company at time of lease	2,536 46		
Total	$50,000 00	Total	$50,000 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July, 1893, twenty-five cents per share (one-half per cent); January, 1894, twenty-five cents pr share (one-half per cent.)

The above dividends were paid direct to stockholders by the Philadelphia and Grays Ferry Passenger Railway Company, in accordance with the terms of the lease.

SCRANTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. S. Page, President,	Scranton.
H. M. Edwards, Vice President,	do.
Horace E. Hand, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. H. Thomas,	New York.
F. L. Phillips,	Scranton.
H. M. Edwards,	Scranton.
Isaac Post,	Scranton.
Isaac L. Post,	Scranton.
D. W. Connolly,	Scranton.
P. S. Page,	Scranton.

Date of annual meeting for election of directors: Second Monday, January.
By whom is the road operated: The Scranton Traction Company.
General offices of the company at Scranton, Pa.
For information relating to this report, address Horace E. Hand, Scranton.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued May 9, 1883. Letters patent issued May 20, 1889.
Leased to People's Street Railway Company of Luzerne county, which is leased to and operated by Scranton Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cost of road, real estate, &c.,	$150,000 00	Capital stock,	$50,000 00
		First mortgage bonds,	100,000 00
Total,	$150,000 00	Total,	$150,000 00

SCRANTON SUBURBAN RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. T. McCabe, President,	New York.
H. M. Edwards, Vice President,	Scranton, Pa.
Horace E. Hand, Secretary, Treasurer,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
R. T. McCabe,	New York.
Thos. H. Thomas,	New York.
H. M. Edwards,	Scranton, Pa.
F. L. Phillips,	Scranton, Pa.
Isaac L. Post,	Scranton, Pa.
Isaac Post,	Scranton, Pa.
Horace E. Hand,	Scranton, Pa.

Date of annual meeting for election of directors: Second Monday of January.

By whom is the road operated: Scranton Traction Cmpany.

With what other companies consolidated: Nay Aug Cross Town Railway Company.

Date of consolidation: May 21, 1889.

General offices of the company at Scranton.

For information relating to this report, address Horace E. Hand, secretary.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Letters patent issued 21st May, 1886. Letters patent re-issued 20th May, 1889.

Road was first constructed east of Mississippi river to use electricity as a motive power.

Leased December, 1890, to People's Street Railway Company, which was leased to Scranton Traction Company, November, 1892.

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Two per cent. July, 1893; two per cent. June, 1894.

Part consideration of lease to People's Street Railway Company.

SCRANTON AND CARBONDALE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Geo. A. Fletcher, President,	Philadelphia.
J. H. Noblit, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Geo. A. Fletcher,	Philadelphia.
J. H. Noblit,	Philadelphia.
Jno. A. Brill,	Philadelphia.
Wm. Walker,	Mayfield, Lack. co., Pa.
S. D. Pettit,	Scranton, Pa.

Date of annual meeting for election of directors: First Wednesday in November.

What road, or roads, are leased to and operated by your company: Blakely and Dickson Traction Street Railway Company.

General offices of the company at Scranton, Pa.

For information relating to this report, address J. H. Noblit, 1319 North Broad street, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized March, 1893, to acquire, lease and operate railway lines in Pennsylvania. It now owns all the capital stock of and leases the Blakely and Dickson Traction Street Railway Company. Rental, $36 per annum.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$650,000 00	Capital stock,	$500,000 00
		First mortgage 6 per cent. gold bonds, 1923, J. and J.,	150,000 00
Total,	$650,000 00	Total,	$650,000 00

THE SCRANTON TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John P. Ilsley, President,	Bullitt Building, Philadelphia.
Clarence M. Clark, Vice President,	Bullitt Building, Philadelphia.
C. Ford Stevens, Secretary, Treasurer,	Bullitt Building, Philadelphia.
J. R. Beetem, Acting General Manager,	Scranton, Pa.
Robert F. Fox, General Superintendent,	Scranton, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John P. Ilsley,	Bullitt Building, Philadelphia.
Clarence M. Clark,	Bullitt Building, Philadelphia.
E. W. Clark, Jr.,	Bullitt Building, Philadelphia.
C. Ford Stevens,	Bullitt Building, Philadelphia.
Chas. A. Pearson, Jr.,	Bullitt Building, Philadelphia.
Timothy Burke,	Scranton, Pa.
H. H. Archer,	Scrantou, Pa.

Date of annual meeting for election of directors: First Wednesday in November.

By whom is the road operated: The Scranton Traction Company.

Date of consolidation: Roads operated by the Scranton Traction Company: Scranton and Pittston Traction Company, Scranton and Carbondale Traction Company.

What road, or roads, are leased by your company: The People's Street Railway Company of Luzerne County, the Scranton Passenger Railway Company, the Scranton Suburban Railway Company, Valley Passenger Railway Company.

General offices of the company at Scranton, Pa.; Philadelphia office: Bullitt Building.

For information relating to this report, address C. Ford Stevens, Bullitt Building, Philadelphia.

What kind of power is used for propelling the cars on your road: Electricity by the trolley system.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the law of Pennsylvania, approved March 22, 1887, entitled "An act to provide for the incorporation and regulation of motor power companies, etc.," and was incorprated October 20, 1892.

The company was formed for the purpose of controlling by lease or otherwise, passenger railways in this State, principally in the city of Scranton and vicinity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Delaware, Lackawanna and Western railroad depot along Lackawanna, Jefferson, Madison and Quincy avenues, Bank and Pine streets and Maple street in Dunmore; from Lackawanna, Wyoming, Penn, Carbon, Mulberry and North Main avenue to city line; from Lackawanna to Green Ridge, along Wyoming, Penn, Capouse, Sanderson and Green Ridge streets.

To Hyde Park: Along West Lackawana avenue, South Main avenue, Swetland, Eynon, Washburn and Robinson streets.

To Bellevue: Along West Lackawana avenue and Seventh street, Railroad avenue, Fourth street, Elm street and South Washington avenue. To South Scranton: Along Lackawanna,

Cedar and Pittston avenues. To Green Ridge: Along Franklin, Spruce, Adams, Gibson, Maple, Mulberry, Washington, Green Ridge, Sanderson and East Market, North Washington, Marion and Electric avenues.

To Nay Aug Falls: Franklin, Spruce, Adams, Linden and Jefferson, Mulberry, Prescott, Vine, Wheeler and Olive streets; at city line on North Main avenue with Scranton and Carbondale Traction Company; at Eynon street and South Main avenue with Scranton and Pittston Traction Company; at city line on South Side and Cedar avenue with Scranton and Pittston Traction Company.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Workmen's tickets sold at reduced rates, 100 for,	3 00
School tickets, teachers and scholars, 100 for,	2 50

GENERAL BALANCE SHEET.

DR.			CR.		
Plant, property and franchise People's Street Railway Company	$2,308,136 50		Capital stock account,		$2,000,000 00
Valley Passenger Railway Company	353,485 00		Mortgage bond, the Scranton Traction Company, first mortgage, 6s.,		1,000,000 00
Ridge Turnpike Company	15,000 00		Due to the city of Scranton account, paving (six per cent.),	$8,309 08	
Real estate	14,374 75		Cash overdraft, due E. W. Clark & Co.,	38,817 24	
		$2,690 996 25	Accounts payable,	26,893 95	
Construction account, Providence power plant and car barn,	$144,556 09		Bills payable,	147,944 77	
Equipment account (cars, motor, &c.),	187,194 74		Accrued interest on bonds,	20,132 63	
Laurel Hill Park,	7,923 68		Accrued account, Scranton and Carbondale Traction Company,	750 00	
People's Street railway construction account,	6,976 90		Accrued account, Scranton and Pittston Traction Company,	1,252 50	
Reconstruction, Lackawanna avenue track,	1,786 06		Accrued taxes,	6,000 00	
		348,437 47	Accrued legal and general expenses,	127 97	
Office furniture,	$805 86		General ticket account (tickets outstanding),	244 62	
Shop tools and fixtures,	1,463 80		Scranton and Carbondale Traction Company,	274 54	
Live stock and chattels,	798 50		Accrued taxes account, Scranton and Carbondale Company,	540 00	
Supplies (office),	576 81		Accrued taxes account, Scranton and Pittston Company,	325 00	
Supplies (general),	2,758 84				
		6,403 81			
Bonds in treasury, Scranton Traction Company, first mortgage, 6s.,	$97,000 00				
Bonds in treasury, Valley Passenger railway, first mortgage, 6s.,	78,000 00				
		175,000 00			
Cash on hand,	$8,276 39				251,612 30
Cash on hand at Franklin avenue office (change),	25 00				
Cash on hand, city of Scranton (bond account, paving),	6,435 79				
		14,737 18			
Account receivable,	$964 47				
Scranton and Pittston Traction Company,	2,883 72				
		3,848 19			
Prepaid insurance (fire), to be charged against future,	$1,590 12				
Prepaid insurance (damages), income,	2,500 00				
Extraordinary repairs,	2,069 67				
		6,159 69			
Profit and loss account,		6,029 71			
Total,		$3,251,612 30	Total,		$3,251,612 30

IMPORTANT CHANGES DURING THE YEAR.

Finished new power house and further re-constructed various lines.

SECOND AVENUE TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James D. Callery, President,	Highland avenue, Pittsburgh.
John C Reilly, Vice President,	Oakland, Pittsburgh.
William K. Keech, Secretary,	Centre avenue, E. E., Pittsburgh.
John W. Taylor, Treasurer,	Evaline street, E. E., Pittsburgh.
William J. Burns, General Manager,	Seventh Avenue Hotel, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Callery,	Highland avenue, Pittsburgh.
William V. Callery,	Highland avenue, Pittsburgh.
William J. Burns,	Seventh Avenue Hotel, Pittsburgh.
William H. Keech,	Centre avenue, E. E., Pittsburgh.
George C. Wilson,	Rebecca street, E. E., Pittsburgh.
John C. Reilly,	Oakland, Pittsburgh.
John W. Taylor,	Evaline street, E. E., Pittsburgh.

Date of anual meeting for election of directors: Second Monday of January.

By whom is the road operated: The Second Avenue Traction Company.

General offices of the company at Glenwood, Twenty-third ward, Pittsburgh, Pa.

For information relating to this report, address John W. Taylor, treasurer, 548 Smithfield street, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered April 27, 1893. On July 1, 1893, leased the Second Avenue Passenger Railway Company, the Greenfield Avenue Passenger Railway Company, the Hazlewood, Homestead and Braddock Street Passenger Railway Company, and the Braddock and Turtle Creek Street Passenger Railway Company for a period of nine hundred and ninety-nine years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at Exposition building on Duquesne way to Fourth street, to Liberty street, to Fourth avenue, to Grant street, to Second avenue to Glenwood and city line; along township road through Rankin borough, by Braddock avenue through Braddock borough; along township road again to a point in Bessemer east of the Edgar Thompson Steel Works; returning by same route to Grant street and Third avenue, Third avenue to Ferry street, to Fourth avenue, to Fourth street, to Duquesne way to place of beginning; from Second avenue to Greenfield, eight-tenth miles.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 10

GENERAL BALANCE SHEET.

DR.		CR.	
Stocks,	$900,000 00	Capital stock,	$900,000 00
Franchise and equipment,	287,540 96	Bonds,	430,000 00
Construction,	112,792 42	Bills payable,	24,000 00
Real estate and buildings	35,493 64	Surplus,	6,539 51
Horse	1,105 00		
Ledger balances,	350 52		
Cash,	23,256 97		
Total,	$1,360,539 51	Total,	$1,360,539 51

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 1, 1894, 2 per cent.; June 30, 1894, 2 per cent., or at the rate of 4 per cent. per annum.

Paid in dividends (cash, $36,000),	$36,000 00
Balance for the year, or surplus,	6,539 51
Total surplus,	6,539 51
Cash and loans,	6,539 51

IMPORTANT CHANGES DURING THE YEAR.

Extension from Thirteenth street, Braddock, by double track girder rail to Turtle creek. Street paved with block stone.

SECOND AND THIRD STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.		RESIDENCES.
Horace T. Potts,		Fox-Chase, Philada.
William F. Miller,	Secretary. Treasurer,	1758 Frankford avenue.

DIRECTORS.

NAMES.	RESIDENCES.
Alexander M. Fox,	Philadelphia.
Edwin T. Eisenbrey,	do.
Alexander L. Crawford,	do.
James A. Freeman,	do.
William Dulles,	do.
James McManes,	do.
William G. Fox,	do.
John H. Catherwood,	do.
John Lamon,	do.
John Rose,	do.
Henry Bumm,	do.
Alfred Smith,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: The Electric Traction Company of Philadelphia.

General offices of the company at 2653 Frankford avenue, Philadelphia.

For information relating to this report, address William F. Miller, 2653 Frankford avenue, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

April 10, 1858.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$1,030 613 47	Capital stock,	$771,076 25
Real estate,	7,600 00	Earnings appropriated to construction,	259,537 22
Ledger balance	7,141 28	Unpaid dividends	628 13
Cash,	54,739 73	Profit and loss,	68,852 88
Total,	$1,100,094 48	Total,	$1,100,094 48

SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
M. S. Quay, President,	Beaver, Pa.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES,	RESIDENCES.
Samuel Daniels,	Philadelphia.
George W. Elkins,	do.
George D. Widener,	do.
Joseph B. Altemus,	do.
Wm. L. Elkins, Jr.,	do.

Date of annual meeting for election of directors: Second Monday in January of each year.
By whom is the road operated: Philadelphia Traction Company.
With what other companies consolidated: Continental Passenger Railway Company.
Date of consolidation: July 1, 1879.
General offices of the company at northwest corner of Forty-first and Haverford streets.
For information relating to this report, address D W. Dickson, treasurer.
What kind of power is used for propelling the cars on your road: Horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 12, 1859.
This road was leased to the Continental Passenger Railway Company for a period of ninety-nine years, from July 1, 1879.
This company is operated by Philadelphia Traction Company under lease of the Union and Continental Passenger Railway Companies.

CHARACTERISTICS OF ROAD.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$148,046 48	Capital stock,	$250,000 00
Construction,	162,042 66	Bonds,	100,000 00
Equipment,	39,928 50		
Total,	$350,000 00	Total,	$350,000 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: 6 per cent. on par value of the capital stock.
Paid in dividends: Cash, $15,000.

SHAMOKIN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. S. Aucker, President,	Shamokin, Pa.
J. H. Conley, Secretary,	do.
Martin Markle, Treasurer,	do.
D. S. Kennedy, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
R. S. Auker,	Shamokin, Pa.
Sam'l Heckert,	do.
George Marshall,	do.
John Schabo,	do.
John Clifford,	do.
J. H. Conley,	do.
E. G. Seiler,	do.
Dan'l Eisenhart,	do.
H. Rothschild,	do.
J. J. John,	do.
Martin Markle,	do.

By whom is the road operated: Shamokin Street Railway Company.

General offices of the company at Shamokin, Penn'a.

For information relating to this report, address general office.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Shamokin Street Railway Company was chartered July 24, 1889, for a term of 99 years, with a capital stock of $12,000.00. On September 4, 1889, the stockholders passed a resolution increasing the capital to $30,000.00. This sum being found insufficient for the work contemplated, the stockholders at another meeting held on November 23, 1891, had the capital further increased to $50,0000.00; and again at a meeting held May 2, 1892, there was a further increase to $80,000.00, of which $53,250.00 has been subscribed and paid for. On July 27, 1892, the stockholders authorized a mortgage of $30,000.00 upon the plant and franchises of the company, and the whole amount of bonds have been issued.

On July 11, 1891, the road was opened to the public and has been running successfully since that date.

At a meeting of the stockholders held August 10, 1891, a resolution was passed authorizing the directors to purchase 88 shares of the stock of the Shamokin Electric Light and Power Company, which was accordingly done. These 88 shares represent the controlling interest in the Shamokin Electric Light and Power Company.

On November 14, 1891, the Shamokin Street Railway Company entered into an agreement with the Shamokin Electric Light and Power Company to furnish them electric current for light and power for a period of 20 years, at a stipulated rental. Dynamos and additional engines were then placed in the power house to meet this new demand.

During October, 1891, the railway was extended to Second and Walnut streets, and in the spring of 1893 the tracks were again extended a little over a mile to a park west of Shamokin, branching off at the intersection of Second and Water streets, in the borough of Shamokin, and running through said Water street to Cliff street, in the town plat of West Shamokin, and thence through Arch street to the park, and in the spring of 1894 the route was again changed from the intersection of Arch and Ash streets, running thence through Ash, Laurel and Chestnut streets to the park.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at power house on corner of Pine and Pearl streets, thence west over Pine street to Shamokin street, north over Shamokin street to Independence street, west over Independence to Market, south over Market to Spruce street, west over Spruce to Second street, north over Second to Water street, thence

west over Water street to Cliff street, west over Cliff to Arch street, over Arch to Ash, over Ash to Alley, over Alley to Laurel street, and over Laurel to Chestnut street, and again west over Chestnut to west side of "West Shamokin," thence by direct route to the park, which is the western terminus of the road.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00
Tickets in (school) packages of fifty sold for	1 00

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Paid one 4 per cent. dividend in January, 1894, for year 1893.

Paid in dividends: Cash, $2,065.00.

IMPORTANT CHANGES DURING THE YEAR.

Changing extension of last year, which starts at corner Second and Water streets and running west to Park, the change being in the location of a portion of the track running to the park, to avoid a steep grade.

SHENANGO VALLEY STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. C. White, President,	Beaver Falls, Pa.
M. L. Knight, Secretary,	Beaver Falls, Pa.
F. G. Barker, Treasurer,	New Brighton, Pa.
F. D. Runser, General Superintendent	Sharon, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
J. C. Whitla,	Beaver Falls, Pa.
M. L. Knight,	Beaver Falls, Pa.
J. P. Stone,	Beaver Falls, Pa.
Dan H. Stone,	Beaver, Pa.
F. G. Barker,	New Brighton, Pa
Geo. F. Kennedy,	New Brighton, Pa.
F. D. Runser,	Sharon, Pa.

Date of annual meeting for election of directors: January, each year.

By whom is the road operated: The Shenango Valley Street Railway Company.

General offices of the company at Sharon, Mercer county, Penn'a.

For information relating to this report, address M. L. Knight, secretary, Beaver Falls, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized on or about October 15, A. D. 1890.

Charter granted October 20, A. D. 1890.

About October 1, A. D. 1893, the capital stock was increased from $24,000.00 to $150,000.00.

The road was put in operation December 22, A. D. 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connection: The route is entirely within the county of Mercer, in the State of Pennsylvania, beginning in the borough of Sharon, at the intersection of Irvine avenue and Budd avenue, thence along said Irvine avenue in a northeasterly direction to State street, in said borough, thence easterly along said State street to Sharpsville street, in said borough, thence northerly along said Sharpsville street to northern line of

limits of said borough of Sharon, thence in a northeasterly direction through the township of North Hickory, in said county of Mercer, along a certain public road or highway known as Sharon and Sharpsville road, to Ridge street, at or near the western boundary line of the borough of Sharpsville, in said county of Mercer, thence continuing within said borough of Sharpsville easterly along said Ridge street to Seventh street, thence along said Seventh street northerly to Main street, thence easterly along said Main street to Mercer street, thence along Mercer street northwesterly to Furnace street, in said borough of Sharpsville, and thence returning by a second or double lines of track or by a single line of track, with the necessary sidings, switches and turnouts along the same route to the place of beginning, thus forming acomplete circuit with its own track and having a continuous route from the beginning to the end and along the route described.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Equipment account,	$87,736 81	Capital stock,	$150,000 00
Viaduct,	4,919 84	Bills payable,	20,000 00
Interest and discount,	6,143 48	Advertising,	370 00
Insurance,	1,467 86	Bond account,	50,000 00
Real estate,	475 00	Cash fare receipts,	25,307 96
Power house,	1,924 85	Bills unpaid and cash overdrawn,	1,945 88
Expense account,	180 00		
Wage account,	10,607 12		
Office furniture,	127 43		
Telephone account,	171 80		
Operating expenses,	205 13		
General supply account,	1,531 89		
Construction account,	127,404 86		
Repair account,	662 06		
Fuel account,	2,191 35		
Stationery account,	96 43		
Office expenses,	1,736 54		
Other accounts,	41 39		
Total,	$247,623 84	Total,	$247,623 84

SOUTH SIDE PASSENGER RAILROAD COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. Z. Breckell, President,	Pittsburgh.
Daniel Beech, Secretary and Treasurer,	do.
Miller Elliott, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. Z. Breckell,	Pittsburgh.
H. S. McKee,	Pittsburgh.
W. B. Brickell,	Pittsburgh.
T. M. McKee,	Pittsburgh.
M. A. Verner,	Pittsburgh.
W. S. Jones,	Pittsburgh.
C. Ford Stevens,	Philadelphia.

Date of annual meeting for election of directors: First Monday in May.
By whom is the road operated: Pittsburgh and Birmingham Traction Company.
General offices of the company at Pittsburgh, Pa.
For information relating to this report, address D. Beech, secretary.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized June 1, 1874.
Recorded with State Secretary at Harrisburg, Pa., June 19, 1874.
Operated by the Pittsburgh and Birmingham Traction Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at corner of Carson and Thirtieth streets, along Thirtieth street to Sarah street, along Sarah street to Tenth street, along Tenth street to and over the Birmingham bridge to Second avenue, along Second avenue to Grant street to Third avenue, along Third avenue to Market street, along Market street to Fourth avenue, along Fourth avenue to Grant street, along Grant street to Second avenue, thence to place of beginning by route first described to corner Grant street and Second avenue.

GENERAL BALANCE SHEET.

DR.		CR.	
Real estate,	$15,000 00	Capital stock,	$40,550 00
Construction and equipment,	81,851 13	Bond and mortgage,	19,000 00
		Profit and loss,	37,301 14
Total,	$96,851 13	Total,	$96,851 13

STROUDSBURG PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
F. H. Smith, President,	Stroudsburg, Pa.
Wm. Gunsaulls, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Frank H. Smith,	Stroudsburg, Pa.
W. S. Shafer,	Stroudsburg, Pa.
I. S. Case,	Lobyhanna Mills, Pa.
G. C. Adams,	Delaware, N. J.

By whom is the road operated: Stroudsburg Passenger Company.
General offices of the company at Stroudsburg, Pa.
For information relating to this report, address Stroudsburg Passenger Company.
What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized in 1870 with a charter that gave the company the privilege of running by horse power, steam or gravity.

It was run by horse power to April, 1892, when the stock and equipments of the old company were purchased by F. H. Smith, Geo. C. Adams, I. S. Case, W. S. Shafer and others. A new company was formed under the present management. The road was rebuilt entirely new and steam used as propelling power.

It was at first capitalized to the amount of $25,600.

In 1892 the capital was increased $25,600, making a total of $51,200.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at fair grounds west of Stroudsburg, thence through Main street to depot of D., L. & W. R. R., in the borough of East Stroudsburg.

RATE OF FARE FOR PASSENGERS.

Single fare, 5 cents.

GENERAL BALANCE SHEET.

DR.			CR.	
Construction,	$36,950 00		Stock paid,	$46,400 00
Equipment,	9,450 00		Debts due Innividuals,	657 82
		$46,400 00	Dividends unclaimed,	1,272 00
Iron and Oil,		275 00	Balance,	1,233 89
Cash accounts,		2,888 71		
Total,		$49,563 61	Total,	$49,563 71

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividend declared February, 1894, payable April 1, 3 per cent. on paid up stock.

Paid in dividends: Cash, $1,392.

SUNBURY AND NORTHUMBERLAND ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Daniel Coolidge, President,	Johnstown, Pa,
S. P. Wolverton, Secretary, Treasurer,	Sunbury, Pa.
C. M. Clement, General Manager,	Sunbury, Pa.
Martin Withington, General Superintendent,	Northumberland, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Daniel Coolidge,	Johnstown, Pa.
S. P. Wolverton,	Sunbury, Pa.
C. M. Clement,	Sunbury, Pa.
W. T. Forsyth,	Northumberland, Pa.
H. L. Cake,	Northumberland, Pa.
W. E. Boughton,	Philadelphia.
W. A. Donaldson,	Johnstown, Pa.

Date of annual meeting for election of directors: First Monday in May.

By whom is the road operated: The Sunbury and Northumberland Electric Passenger Railway Company.

General offices of the company at Sunbury, Penn'a.

For information relating to this report, address S. P. Wolverton, Sunbury, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Sunbury and Northumberland Street Railway Company was incorporated 24th January, 1885. Accepted provisions of "street railway act" of 1883, May 20, 1889. Road was then constructed at a cost of $120,000. Track being Johnson girder rail and line operated by two wire trolley. December 1, 1891, horses were substituted for electricity. May 28, 1892, the purchase of the rights and franchises of the company at a judicial sale, organized a new corporation under the present name. The road was thereupon equipped with Westinghouse apparatus and reopened September 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Pine streets in Sunbury, Pa., on Second street to Line street, running around Market square park, on Line street to Railroad avenue, on Railroad avenue to Julia street, on Julia street to Susquehanna avenue, on Susquehanna avenue to the river road at the borough line, on the river road to and across the north branch of the Susquehanna river and Packer's island to Market street, in the

borough of Northumberland, on Market street to Water street, on Water street to Queen street, on Queen street to Front street, thence returning by same route to place of beginning.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25

GENERAL BALANCE SHEET.

DR.		CR.	
Equipment,	$154,832 50	Capital stock,	$125,000 00
Cash,	475 52	Unfunded debt,	48,762 75
Loss on operation,	4,938 57		
Prior deficit carried forward,	13,516 16		
Total,	$173,762 75	Total,	$173,762 75

THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. S. Kunkel, President,	Philadelphia.
Jos. P. Richardson, Secretary, Treasurer,	Moorestown, N. J.

DIRECTORS.

NAMES.	RESIDENCES.
R. Cresswell,	Philadelphia.
Geo. W. Hall,	do.
Wm. R. Warner,	do.
John C. Bingham,	do.
Travis Cochran,	do.

Date of annual meeting for election of directors: January, second Monday.

By whom is the road operated: Philadelphia Traction Company.

With what other companies consolidated: Merged with Navy Yard, Broad Street and Fairmount Railway Company.

General offices of the company at 325 Chestnut street, Philadelphia, Pa.

For information relating to this report, address B. S. Kunkel, 325 Chestnut street, Philadelphia, Pa.

What kind of power is used for propelling the cars on your road: For last six months trolley electric; previous to that, horse.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Fifteenth street, south from Cumberland street to Jackson street, on Jackson street from Fifteenth street to Thirteenth street, on Thirteenth street from Jackson street to Cumberland street, Cumberland street from Thirteenth street to Fifteenth street, north from Cumberland street to Glenwood avenue, Glenwood avenue from Fifteenth street to Broad street, Broad street from Glenwood avenue to Erie avenue, Erie avenue from Broad street to Fifteenth street, Fifteenth street from Erie avenue to Indiana avenue, Indiana avenue from Fifteenth street to Broad street, Broad street from Indiana avenue to Glenwood avenue, Glenwood avenue from Broad street to Fifteenth street, Fifteenth street from Glenwood avenue to Cumberland street.

Locust street from Fifteenth street to Thirteenth street.

Carpenter street from Fifteenth street to Thirteenth street.

Thirteenth street from Cumberland street to Cambria street, on Cambria street to Broad street.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment, Philadelphia Traction Company, lessees,	$339,435 54	Capital stock,	$334,529 44
Real estate,	169,708 63	Mortgage bonds,	100,000 00
Fairmount Park Railway,	10,546 63	Mortgages on real estate,	90,000 00
Park Avenue and Carlisle Street Railway,	92 50	Accounts payable,	4,000 00
Tioga and Venango Street Passenger Railway,	72 50	Expense account,	45 64
Bills receivable,	14,000 00	Profit and loss,	20,441 58
Accounts receivable,	13,762 97		
Cash,	1,377 89		
Total,	$549,016 66	Total,	$549,016 66

TROY HILL INCLINED PLANE AND BRIDGE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
James D. Callery, President,	Pittsburgh.
C. S. Wight, Secretary,	Edgewood Park, Pa.
William V. Callery, Treasurer,	Pittsburgh.
C. D. Callery, General Superintendent,	Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
James D. Callery,	Pittsburgh.
Thomas. S. Bigelow,	Pittsburgh.
A. C. Dravo,	Pittsburgh.
John D. Scully,	Pittsburgh.
C. S. Wight,	Edgewood Park, Pa.
James W. Grove,	Allegheny City, Pa.
George B. Hill,	Allegheny City, Pa.

Date of annual meeting for election of directors: First Monday in April.

By whom is the road operated: Troy Hill Inclined Plane and Bridge Company.

With what other companies consolidated: Troy Hill Incline Plane Company and Thirtieth Street Bridge Company.

Date of consolidation: July 1, 1888.

General offices of the company at Pittsburgh, Pa.

For information relating to this report, address Wm. V. Calleny, 448 Liberty avenue, Pittsburgh, Pa.

What kind of power is used for propelling the cars on your road: Steam.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was incorporated April 30, 1887, as the Troy Hill Incline Plane Company, under the act of 1874, and on July 1, 1888, purchased the Thirtieth Street Bridge Company, which company was then constructing a highway bridge across the Allegheny river, and changed the title to the Troy Hill Inclined Plane and Bridge Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Bridge crosses Allegheny river from Thirtieth street, Pittsburgh, to Bridge street, Herr's island, Allegheny City.

Inclined Plane is located on the slope of Troy Hill, Allegheny City, Pa., and extends from East Ohio street to Lowry street, in said city.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 03
Tickets, monthly,	75
Tickets in packages of fifty sold for	1 00
Bride toll, foot passengers,	02

GENERAL BALANCE SHEET.

DR.		DR.	
Troy Hill Incline Plane,	$97,135 91	Capital stock,	$200,000 00
Thirtieth bridge,	198,602 36	Bonds,	100,000 00
Real estate,	8,909 00	Mortgage, real estate,	5,000 00
Cash,	3,558 77	Profit and loss,	3,206 04
Total,	$308,206 04	Total,	$308,206 04

STOCKS AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 15, 1894, a dividend payable in cash of one and one-half per cent. was declared.

Paid in dividends: Cash, $2,879.25.

UNION RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Samuel A. Dyer, President,	Chester, Pa.
J. G. Dyer, Secretary, Treasurer, Auditor,	do.
John MacFayden, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Samuel A. Dyer,	Chester, Pa.
William Wilson,	do.
John MacFayden,	do.
J. G. Dyer,	do.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Union Railway Company.

With what other companies consolidated: Lessee of Chester Street Railway Company; lessee of Chester and Media Electric Railway Company; lessee of Chester, Darby and Philadelphia Railway Company.

Date of lease: January 12, 1891; April 1, 1893; December 12, 1893.

General offices of the company at Chester, Pa.

For information relating to this report, address J. G. Dyer.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Articles of association were filed and letters patent issued by Governor March 18, 1890, for the Union Railway Company of Chester, Pa. Capital stock, $100,000; full paid 2,000 shares, $50.00 each. During fall and winter of 1890 road was built and opened for travel.

On January 12, 1891, this company leased the Chester Street Railway Company's roadway, real estate, rolling stock, etc., for a term of 99 years. This company under said lease assumes all responsibility for maintenance, operation, taxes, repairs, etc., during continuance of lease.

On April 1, 1893, this company, by lease, entered into the occupancy of the Chester and Media Electric Railway Company for a term of 99 years, assuming all liabilities for operating expenses, taxes, maintenance, repairs, etc. during continuance of aforesaid lease.

On December 12, 1893, this company leased roadway of the Chester, Darby and Philadelphia Railway Company, and under said lease becomes responsible for operating expenses, taxes, extensions, maintenance, etc., during term of aforesaid lease, which is 999 years.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From Second and Market streets, Chester, Pa., to Second and Highland avenue, to Third street, along Third street to river front in Marcus Hook borough. Connects at Third and Highland avenue with line of Chester Street Railway Company. From Seventh and Howell streets, along Seventh to Edgemont avenue, connects with line of Chester Street Railway Company. From Twelfth and Providence avenue, along said avenue to Fifteenth street, connecting with Chester Street Railway Company line. From Seventh and Potter, along Seventh to Morton avenue, along Morton avenue to Ninth street, along Ninth street to Saville avenue, along Saville avenue to Chester, Darby and Philadelphia pike, connecting with Chester, Darby and Philadelphia line.

Chester, Darby and Philadelphia Railway Company from Darby creek, along Philadelphia pike to Saville avenue, connects with Union line at this point, Chester and Media Electric Railway Company: From Media, along South avenue, to Front street, to Vernon street, to South Media road, to Providence Great road, to Palmer's Corner, via private right of way to Waterville road, to Chestnut street, to Twenty-third and Providence avenue, connects with Union line. Chester Street Railway Company from Third and Highland avenue, on Third to Market, to Sixth and Edgemont, to Twenty-fifth and Edgemont, Fifteenth and Edgemont, to Upland, Fifth and Market, on Fifth to Potter, to Fifteenth and Providence avenue, on Prividence avenue to Twenty-fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction (roadway, etc.),	$140,601 43	Capital stock,	$100,000 00
Equipment,	159,398 57	Funded debt,	200,000 00
Total,	$300,000 00	Total,	$300,000 00

IMPORTANT CHANGES DURING THE YEAR.

On December 12, 1893, by lease, 99 years, this company came into occupancy of the Chester, Darby and Philadelphia Railway Company, its roadway and appurtenances. This line opened for travel January 10, 1894.

This company has been leased for term 99 years by the Chester Traction Company, who occupied plant, etc, from July 1, 1894.

UNION PASSENGER RAILWAY COMPANY, PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES,
P. A. B. Widener, President,	Philadelphia.
Wm. L. Elkins, Vice President,	do.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	DENCES.
James McManes,	Philadelphia.
Thomas Dolan,	Philadelphia.
Henry Bumm,	Philadelphia.
Wm. S. Stokley,	Philadelphia.
M. S. Quay,	Beaver, Pa.

Date of annual meeting for election of directors: Second Monday in January of each year.

By whom is the road operated: Philadelphia Traction Company.

With what other companies consolidated: Philadelphia Traction Company, Continental and Seventeenth and Nineteenth Streets Passenger Railway Companies.

Date of consolidation: June 30, 1884.

General offices of the company at N. W. corner of Forty-first and Haverford streets.

For information relating to this report, address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, April 8, 1864.

This company leased the Continental Passenger Railway Company for a period of ninety-nine years, from January 1, 1880, and was leased to the Philadelphia Traction Company for a period of nine hundred and ninety-nine years, from June 30, 1884.

CHARACTERISTICS OF ROAD.

Included in report of Philadelphia Traction Company.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$5,109 26	Capital stock,	$925,000 00
Construction horse railway,	2,964,315 29	Bonds,	750,000 00
Construction cable railway,	1,277,586 06	Profit and loss,	656,474 61
Real estate,	538,103 72	Open accounts,	2,983,210 59
Stocks,	798 00		
Open accounts,	53,166 65		
Equipment,	475,606 22		
Total,	$5,314,685 20	Total,	$5,314,685 20

STOCKS AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January and July, nineteen per cent. on par value of capital stock.

Paid in dividends: Cash, $285,000.

UNIONTOWN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Samuel E. Ewing, President,	Uniontown, Pa.
Robt. F. Hopwood, Secretary and Treasurer,	do.
George A. McCormick, General Manager,	do.
R. A. Smith, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Samuel E. Ewing,	Uniontown, Pa.
Albert D. Boyd,	do.
George D. McCormick,	do.
Charles J. McCormick,	do.
Robert F. Hopwood,	do.

Date of annual meeting for election of directors: Second Monday of January of each year.

By whom is the road operated: By the Uniontown Street Railway Company.

General offices of the company at the power house, on Main street, Uniontown, Pa.

For information relating to this report, address Robert F. Hopwood, secretary and treasurer of company.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized in August, 1890, and the council of the borough of Uniontown requested to grant the privilege to use the streets of the town, which they did by ordinance passed August 14, 1890. An application was then made for a charter, which was granted on the 29th day of August, 1890. Articles were entered into on the 5th day of November, 1890, with the Edison General Electric Company for the electrical construction and equipment of the road, including the power and three cars of the Brill pattern. Also a contract was signed and entered into at the same time with A. E. Townsend for the track construction. The

road was completed and a successful run made over it on the 6th day of May, 1891. The cars began to run regularly on the 9th day of May, 1891, and continued to run until the 11th day of January, 1892, when the power house and car barn, with all their contents, were destroyed by fire. We immediately began to rebuild the plant and had it in operation again May 1, 1892, since which time it has been running continuously.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning on the west end of Main street, near the toll gate, and running thence along Main street to Stewart avenue, east of town, thence southwardly along Stewart avenue to Fayette street, thence eastwardly along Fayette street to Grant street, thence southwesterly along Grant street to the borough line, thence along a county road, the extension of said Grant street, to a point in South Union township, near the line of the B. & O. R. R. track. With a branch beginning at a point on Main street, where it intersects Connellsville street, and running thence northwardly along said Connellsville street to the borough line, thence by the Connellsville road, being an extension of said street into the township of North Union, to Mountain View Park, thence through said park to a point on Cool Spring road, near Stewart Iron Company's works.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25
Tickets in packages of twenty-five sold for	1 00
Forty school tickets for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$38,000 00	Capital stock,	$50,000 00
Equipment,	60,000 00	Funded debt,	17,000 00
Supplies on hand,	2,500 00	Unfunded debt,	36,000 00
Total,	$100,500 00	Total,	$103,000 00

VALLEY PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. H. Archer, President,	Scranton, Pa.
C. Ford Stevens, Secretary, Treasurer,	Bullitt Building, Philadelphia,

DIRECTORS.

NAMES.	RESIDENCES.
H. H. Archer,	Scranton, Pa.
M. W. Collins,	Seranton, Pa.
Geo. M. Halstead,	Scranton, Pa.
John McNeill,	Bullitt Building, Philadelphia.
Chas. A. Pearson, Jr.	Bullitt Building, Philadelphia.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: The Scranton Traction Company.
General offices of the company at Scranton, Pa.
For information relating to this report, address C. Ford Stevens, Bullitt building, Philadelphia.
What kind of power is used for propelling the cars on your road: Electricity, trolley.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized under the provisions of the act of May 14, 1889, entitled "An act to provide for the incorporation and government of street railway companies in this Commonwealth."

Leased May 24, 1893, to the Scranton Traction Company for ninety-nine years, in consideration of payment by the Scranton Traction Company of a rental of three thousand dollars per mile per annum.

GENERAL BALANCE SHEET.

DR.			CR.	
Railway construction,		$178,728 98	Capital stock,	$80,000 00
Cash on hand—			First mortgage bonds,	78,000 00
First National Bank. Scranton,	$9 35		Interest account,	194 20
E. W. Clark & Co., Philadelphia,	2,180 87		Scranton Traction Company,	23,200 00
		2,190 22		
Legal expenses,		475 00		
Total,		$181,394 20	Total,	$181,394 20

VALLAMONT PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
J. Henry Cochran, President,	Williamsport, Pa,
James B. Krause, Secretary, Treasurer,	do.
R. H. Crosby, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Eugene R. Payne,	Williamsport, Pa.
E. B. Westfall,	do.
Henry C. McCormick,	do.
James B. Krause,	do.

Date of annual meeting for election of directors: January 8, 1894.

By whom is the road operated: By the owners, Vallamont Passenger Railway Company.

With what other companies consolidated: None, but by common consent pending an agreement of merger the Vallamont Passenger Railway Company operates the Junction Passenger Railway Company, the Centre and West End Passenger Railway Company and the Citizens' Passenger Railway Company.

Date of consolidation: Not consolidated with any roads.

What road, or roads, are leased to and operated by your company: Pending an agreement of merger the Junction Passenger Railway Company, the Centre and West End Passenger Railway Company and the Citizens' Passenger Railway Company.

General office of the Company at No. 335 Pine street, Williamsport, Pa.

For information relating to this report, address James B. Krause, secretary and treasurer, No. 335 Pine street, Williamsport, Pa.

What kind of power is used for propelling the care on your road: Electricity, from overhead wires.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Vallamont Passenger Railway Company was incorporated March 31, 1892, with capital of $10,000. J. Kenney Cochran, president; James B. Krause, secretary and treasurer; E. R. Payne, E. B. Westfall, H. C. McCormick and Jas. B. Krause, directors.

Route beginning at he intersection of Hepburn and Market streets, township of Loyalsock, county of Lycoming, and State of Pennsylvania, thence along Market street to Glenwood avenue, Glenwood avenue to Cherry street, to Belmont avenue, to Woodmont avenue, to Rural avenue, to place of beginning. Part on Woodmont avenue, from Glenwood to Rural avenue, and from Rural avenue to Market street, was abandoned, and instead an extension of May 25, 1893, was duly authorized and filed, viz:

Beginning at Woodmont and Glenwood avenues, thence by Glenwood avenue to Campbell street, to Rural avenue. This road was built under contract by the "Johnson Company," of Johnstown, Pa., and was completed about August 15, 1893.

At a meeting of the stockholders held December 2, 1893, the capital stock of the company was authorized to be increased to $33,200.

The Vallamont Passenger Railway Company operate by mutual consent, pending an agreement of merger, the Junction Passenger Railway Company, the Centre and West End Passenger Railway Company and the Citizens' Passenger Railway Company.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at intersection of Market and Hepburn streets, thence along Market street to Glenwood avenue, to Cherry street, to Belmont avenue, to Woodmont avenue, to Glenwood avenue, to Campbell street, to Rural avenue, connecting with Junction Passenger Railway Company at intersection of Market and Hepburn streets, and connects with the Citizens' Passenger Railway Company at Rural avenue and Campbell street. The entire route operated by the Vallamont Passenger Railway Company over Junction Passenger Railway Company, Centre and West End and Citizens' Passenger Railway Companies lines being as follows, viz: Beginning at Third and Pine streets, city of Williamsport, Pa., thence over tracks of Centre and West End Passenger Railway Company, on Pine street to Front street, Front street to Market street, thence over tracks of Junction Passenger Railway Company on Market street to Sixth street, thence over track of Citizens' Passenger Railway Company, on Sixth street to Hepburn street, on Hepburn street to Park avenue, to Campbell street, to Rural avenue, thence continuing on Campbell street on tracks of Vallamont Passenger Railway Company, to Glenwood avenue, to Woodmont avenue, to Belmont avenue, to Cherry street, to Glenwood avenue, to Market street, to intersection of Market and Hepburn streets, thence over tracks of Junction Passenger Railway Company, on Market street to Market and Sixth streets.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of six sold for	25
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.		
Construction—Sundry items.	$1,411 71	Bills Payable,	$57,620 60	
Paving,	11,522 78	Interest,	1,360 81	
Rails	29,736 08			$58,881 41
Ties,	2,294 82	Overdraft at bank.		1,512 29
Bridges and culverts,	387 83	Stock paid in,		33,200 00
Car bodies,	4,813 95			
Trucks	1,368 57			
Grading and street repairs,	4,773 06			
Car barn,	1,588 27			
Registers,	150 00			
Electrical equipment,	25,268 40			
Ballast,	12 55			
Park pavilion,	553 06			
Charters,	158 99			
Surveying and engineering.	79 62			
South Side Passenger Railway Company, legal expenses and charter fees,	98 65			
Citizens' Passenger Railway Company.	77 75			
Centre and West End Company,	36 30			
Junction Passenger Railway Company,	1,834 29			
Pilots.	80 61			
Band stand and park restaurant,	188 40			
Car supplies,	175 00			
Car barn supplies,	37 00			
Office supplies,	45 00			
Line supplies.	175 00			
Fuel, fluid, oil, etc.,	30 00			
Due from conductors,	63			
Deficit,	6,695 38			
Total,	$93,593 70	Total,		$93,593 70

VERSAILLES TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. C. Soles, President,	McKeesport, Pa.
James Evans, Vice President,	do.
A. B. Campbell, {Secretary, {Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
W. C. Soles,	McKeesport, Pa.
James Evans,	do.
A. B. Campbell,	do.
J. W. Bailie,	do.
S. M. Bowman,	do.

Date of annual meeting for election of directors: August 27.
By whom is the road operated: Versailles Traction Company.
General offices of the company at National Bank of McKeesport Building, McKeesport, Pa.
For information relating to this report, address W. C. Soles, president.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized August 27, 1892, for the purpose of furnishing rapid transit in the township of Versailles, adjoining the city of McKeesport, Pa., and charter was granted September 2, 1892.

The construction of the road, which was commenced in the fall of 1892, was delayed by severe winter weather, but work was resumed in May, 1893, and one mile completed from the boundary line of the city of McKeesport, Pa., to and through the village (now borough) of Christy Park, Versailles township, Allegheny county, Pa.

The roadway has since been extended southwardly about one-half of a mile.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Beginning at the south line of the city of McKeesport, at the head of Walnut street, south over the township road to and through the borough of Christy Park, over Stockdale avenue.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$13,011 02	Capital stock,	$9,000 00
Equipment,	4,888 98	Bills payable,	14,000 00
Real estate,	800 00		
McKeesport Light Company,	58 30		
J. W. Bailie,	187 50		
W. C. Soles,	187 50		
Cash,	2,874 04		
Deficit,	992 66		
Total,	$23,000 00	Total,	$23,000 00

WARREN STREET PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
T. B. Clawson, President,	Warren, Pa.
James Roy, Secretary,	do.
D. H. Siggins, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. H. Siggins,	Warren, Pa.
W. R. Lavery,	do.
John Hepburn,	do.
James Roy,	do.

By whom is the road operated, Warren street Railway Company.
General offices of the company at Warren, Pa.
For information relating to this report, address D. H. Siggins, treasurer.
What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Original charter granted March 14, 1889. Provisions of act of May 14, 1889, accepted and new charter issued March 25, 1890.

Commenced constructing road in April, 1892.

By July 1, 1893, the track had been laid on Water street, in Warren borough, from P. & E. depot, to Glade or East Warren, and in Glade township to Carver street; also on Laurel street in Warren borough, between Water and High streets, and thence along High street to the old D., A., V. & P. depot, a distance of about two miles.

The first cars commenced running July 1, 1893, and have been in continuous operation since.

Since July 1, 1893, and prior to June 30, 1894, the road was extended along High street to the P. &. E. R. R. depot, making a loop at the western end of the road.

During June, 1894, the road was extended along Main street in Glade, a distance of 3,200 feet.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: From P. & E. depot easterly along Water street, in Warren borough, and Main street in Glade or East Warren.

On Liberty street from Water to Third, on Laurel street to High street, along High street to P. & E. R. R. park, across the park to Water street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for	1 00
Tickets in packages of six sold for	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$19.442 01	Capital stock,	$25.000 00
Equipment,	6,425 00	Unfunded debt, bills payable,	11.687 12
Car house and fixtures,	1,057 09	Accounts payable,	502 83
Cash,	1,014 68	Net earnings,	2,777 72
Due from stockholders and other sources,	12.028 89		
Total,	$39,967 67	Total,	$39,967 67

IMPORTANT CHANGES DURING THE YEAR.

The building of about 800 feet of road on High street and through P. & E. R. R. park, making a loop.

The extension of the road in Glade, or East Warren, 3,200 feet.

WEST CHESTER STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. M. Hayes, President,	West Chester, Pa.
W. S. Harris, Secretary,	do.
F. W. Wollerton, Treasurer,	do.
J. W. Andrews, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. M. Hayes,	West Chester, Pa.
R. T. Cornwell,	West Chester, Pa.
M. H. Matlack,	West Chester, Pa.
J. Carroll Hayes,	West Chester, Pa.
A. G. McCausland,	Wilmington, Del.

Date of annual meeting for election of directors: Second Monday each year.

By whom is the road operated: West Chester Street Railway Company.

General offices of the company at West Chester, Pa.

For information relating to this report, address Wm. M. Hayes.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The original charter bears date the fourth day of August, eighteen hundred and ninety, and letters patent were issued under the provisions of the act of Assembly approved the fourteenth day of May, eighteen hundred and eighty-nine.

The articles of association provide for constructing a railway on Market street, New street, Ashbridge avenue, High street and Rosedale avenue in the borough of West Chester.

By a resolution of the board of directors, passed at a stated meeeting held March 31, 1891, it was "Resolved that the West Chester Street Railway Company deem it necessary for the increase of the business of the road and the accommodation of the travel of the public that an extension or branch be laid and constructed from the tracks of the company in the borough of West Chester, through and over land in said borough, and in the township of East Bradford, Birmingham and Paeapson, by and with the consent of the local authorities, to Lenape station, on the Wilmington and Northern Railroad."

A copy of the minutes authorizing the extension or branch has been recorded and an exemplification of the said record was filed in the office of the Secretary of the Commonwealth on or about April 19, 1891.

The original capital stock of the road was $30,000, but afterwards at a meeting of the stockholders the capital stock was increased to $60,000.

The Lenape branch was completed and cars commenced running on it November 10, 1891.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-four sold for,	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Track,	$49,059 87	Capital stock,	$60,000 00
Belgian block,	4,150 10	Bonds,	30,000 00
Real estate,	14,382 82	Mortgage on depot property,	4,000 00
Org. expenses,	2,035 58	Bills payable,	19,000 00
Electrical construction,	12,400 30	Receipts,	18,542 02
Generating plant,	3,980 89	Balance last year,	868 43
Cars,	21,916 98		
Boats,	454 88		
Tools,	1,393 19		
Bridge,	8,641 54		
Miscellaneous expenses,	13,838 55		
Cash on hand,	175 75		
Total,	$132,410 45	Total,	$132,410 45

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$175 75
Surplus at commencement of the year,	868 43
Total surplus,	$1,044 18
Surplus invested as follows:	
Balance of accounts due company,	$1,044 18

WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Peter A. B. Widener, President,	Philadelphia.
D. W. Dickson, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Peter A. B. Widener,	Philadelphia.
William L. Elkins,	do.
Joseph E. Gillingham,	do.
George D. Widener,	do.
James McManes,	do.
Thomas Dolan,	do.
Joseph B. Altemus,	do.
Thomas J. Yarrow,	do.
George W. Elkins,	do.

Date of annual meeting for election of directors: First Tuesday of November of each year.

By whom is the road operated: Philadelphia Traction Company.

Date of consolidation: April 30, 1884.

What road, or roads, are leased to and operated by your company: Philadelphia City Passenger Railway Company and Philadelphia and Darby Railroad Company.

General officers of the company at N. W. corner Forty-first and Haverford streets.

For information relating to this report address D. W. Dickson, treasurer.

What kind of power is used for propelling the cars on your road: Cable and horse.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, May 14, 1857.

West Philadelphia Passenger Railway Company is leased to Philadelphia Traction Company for the term of 999 years, from January 1, 1884.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Market street branch.—Depot, 41st and Haverford streets, on 41st street to Market street, to Delaware avenue; returning by same route.

Baring Street Branch.—Depot 44th and Columbia avenue. From 44th street and Elm avenue, east on Elm avenue to 40th street, to Fairmount avenue to 36th street, to Baring street, to 33d street, to Market street, to Delaware avenue; returning on Market street to 33d street, to Baring street, to 37th street, to Fairmount avenue, to 40th street, to Hutton street, to 41st street, to Elm avenue, to 44th street, to place of starting.

Haddington Branch.—Depot 41st and Haverford streets. On Haverford street to 67th st; returning on Haverford street to 65th street, to Vine street, to Fifty-third street, and Haverford street to depot.

Market Street Extension.—Depot 42d and Chestnut streets. West on Market street from 41st, to 63d street, to Vine street; returning by same route.

Spruce Street Branch.—Depot 49th and Woodland avenue. East on Woodland avenue to 47th street, to Chester avenue, to 42d street, to Spruce street, to Woodland avenue, to 33d street, to Market street, to Delaware avenue, returning on Market street to 333d street, to Woodland avenue, to Spruce street, to 42d street, to Chester avenue, to 47th street, to Woodland avenue, to depot.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$2,328,777 05	Capital stock,	$750,000 00
Open account,	8,610 00	Bonds,	996,000 00
		Profit and loss,	86,679 38
		Open accounts,	504,707 67
Total,	$2,337,387 05	Total,	$2,337,387 05

STOCKS AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 20, 1893, $75,000; January 20, 1894, $75,000; 20 per cent. on par value of capital stock.

Paid in dividends: Cash, $150,000.

THE WEST PITTSTON AND WYOMING STREET RAILWAY COMPANY.

OFFICERS

NAMES.	RESIDENCES.
John Graham, President,	Wilkes-Barre, Pa.
C. Swan, Secretary,	do.
A. A. Sterling, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
W. S. Biddle,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered January 19, 1891.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, legal and franchises,	$1,000 00	Capital stock paid in,	$1,000 00

WHITE ELECTRIC TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. J. Hammond, President,	Pittsburg Pa.
Dr. T. L. White, Vice President,	McKeesport, Pa.
S. D. Bryan, Secretary,	Allegheny, Pa.
W. E. Tustin, Treasurer,	Pittsburg, Pa.
S. D. Bryan, Auditor,	Allegheny, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
W. J. Hammond,	Pittsburg, Pa.
R. R. Hammond,	Pittsburg, Pa.
S. F. Hammond,	Pittsburg, Pa.
W. E. Tustin,	Pittsburg, Pa.
Dr. T. L. White,	McKeesport, Pa.

Date of annual meeting for election of directors: Third Monday in January of each year.
By whom is the road operated: Assignees.
General offices of the company at McKeesport, Penn'a. Branch office 511 Times building, Pittsburgh, Pa.
For information relating to this report, address W. E. Tustin, Pittsburgh, Pa.
What kind of power is used for propelling the cars on your road: Electricity.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Commencing at Riverton street, on the McKeesport and Duquesne bridge, thence across said bridge to Duquesne avenue, and thence by the same to the intersection of Grant avenue with the aforesaid street.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$107,242 17	Capital stock	$60,000 00
Cars,	9,600 00	Bonded indebtedness,	35,000 00
Real estate,	2,800 00	Bills payable,	14,532 20
Cash on hand,	464 93	Accounts payable,	19,649 09
		Mortgage account	2,600 00
Total,		Total,	

IMPORTANT CHANGES DURING THE YEAR.

Road passed into hands of assignees on October 6, 1893.

WILKES-BARRE AND KINGSTON PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
John Graham, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
A. A. Sterling, Treasurer.	do.

DIRECTORS.

NAMES.	RESIDENCES.
John Graham,	Wilkes-Barre, Pa.
John Laning,	do.
A. A. Sterling,	do.
J. M. Thomas,	do.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.
By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.
General offices of the company at Wilkes-Barre, Pa.
For information relating to this report, address John Graham.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter, December 10, 1859; supplement May 1, 1861.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	$190,000 00	Capital stock,	$100,000 00
		Funded debt,	90,000 00
Total,	$190,000 00	Total,	$190,000 00

STOCKS AND DIVIDENDS

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year:3 per cent. evry six months.

WILKES-BARRE AND SUBURBAN STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Chas. A. Miner, President,	Wilkes-Barre, Pa.
C. J. Swan, Secretary,	do.
John Graham, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Chas. A. Miner,	Wilkes-Barre, Pa.
John W. Hollenbeck,	Wilkes Barre, Pa.
A. A. Sterling,	Wilkes-Barre, Pa.
J. M. Thomas,	Wilkes-Barre, Pa.
W. G. Eno,	Plymouth, Pa.

Date of annual meeting for election of directors: Second Monday in January.

By whom is the road operated: Operated by and leased to the Wilkes-Barre and Wyoming Valley Traction Company.

General offices of the company at Wilkes-Barre, Pa.

For information relating to this report, address John Graham.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered July, 1887, and leased to the Wilkes-Barre and Wyoming Valley Traction Company July, 1892.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment and real estate,	$140,000 00	Capital stock,	$100,000 00
		Funded debt,	40,000 00
Total,	$140,000 00	Total,	$140,000 00

WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
B. F. Meyers, President,	Harrisburg.
W. G. Eno, Secretary.	Plymouth, Pa.
John Graham, Treasurer, General Manager,	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
B. F. Meyers,	Harrisburg.
John W. Hollenback,	Wilkes-Barre, Pa.
B. Reynolds,	Wilkes-Barre, Pa.
John J. Patterson,	Lancaster, Pa.
Patrick Russ,	Harrisburg.
S. P. Light,	Lebanon, Pa.
Robt. McMeen,	Mifflintown, Pa.
W. G. Eno,	Plymouth, Pa.
John Graham,	Wilkes-Barre, Pa.

Date of annual meeting for election of directors: Third Wednesday in January.

By whom is the road operated: By its officers.

What road, or roads, are leased to and operated by your company: Wilkes-Barre and Suburban Street Railway Company; Nanticoke Street Railway Company; West Pittston and Wyoming Street Railway; Plymouth Street Railway; Pittston, Moosic and Pleasant Valley Street Railway Company; Wilkes-Barre and Kingston Passenger Railway Company; Coalville Passenger Railroad Company; Wilkes-Barre and West Side Railway Company; Pittston Street Car Company.

For information relating to this report, address John Graham, treasurer and general manager.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Chartered February 9, 1891.

The company began to operate the road May 1, 1892.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: Public square, Wilkes-Barre, to West side of Susquehanna river, thence north to West Pittston.

Public square, Wilkes-Barre, to west side of Susquehanna river, thence in a south-westerly direction to Plymouth.

Public square, Wilkes-Barre, through North Main street, thence to Plains.

Public square, Wilkes-Barre, through Market and Canal streets to Parsons.

Public square, Wilkes-Barre, through Washington and Hazle streets to Sugar Notch.

North Main and Railroad streets to West side of Susquehanna river, thence to Luzerne borough.

Public square to Market, to Canal and Scott, to the end of said street.

Public square to South Main street, thence in a southwesterly direction to Nanticoke.

RATE OF FARE FOR PASSENGERS.

Single fare: 5, 10 and 15 cents.

Tickets in books of one hundred each sold for $4 00

GENERAL BALANCE SHEET.

DR.		CR.	
Property account,	$6,485,206 43	Capital stock,	$5,000,000 00
Personal property account,	211,872 50	First mortgage bonds,	1,500,000 00
Cash,	76,152 22	Pay rolls,	8,024 93
Open accounts,	247,885 40	Vouchers (sundry persons' account)	29,919 02
		Open accounts,	486,162 60
Total,	$7,024,116 55	Total,	$7,024,116 55

IMPORTANT CHANGES DURING THE YEAR.

Leased the Pittston Street Car Company May 1, 1894.

WILLIAMSPORT PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
H. C. Parsons, Vice President,	Williamsport, Pa.
J. F. Starr, Secretary,	do.
John Lawshe, Treasurer,	do.
H. C. Young, Superintendent,	do.

DIRECTORS.

NAMES	RESIDENCES.
H. C. Parsons,	Williamsport, Pa.
Henry W. White,	do.
C. LaRue Munson,	do.
William Emery,	do.
John R. T. Ryan,	do.

Dte of annual meeting for election of directors: No date fixed.

By whom is the road operated: By the owners.

General offices of the company at 760 West Fourth street, Williamsport, Pa.

For information relating to this report, address John Lawshe, treasurer, or J. F. Starr, secretary.

What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Williamsport Passenger Railway Company was incorporated under special act of Assembly approved 15 April, 1863 (P. L. 1864, page 1080, etc). The corporation was duly organized in accordance with the provisions of this act, and a railway constructed in the city of Williamsport from P. & E. railroad, crossing on West Fourth street, eastwardly along said West Fourth street to Pine street, thence southwardly on Pine to West Third street, thence easterly on Third street to a point near the intersection of the P. & E. railroad. The original rails laid were the small T rail. The road was operated with limited success until 1879, when the stock changed hands and a new management took possession of the road and renewed the track with 38 pound, centre bearing steel rails and paving with stone the entire length of the road between the rails. In February, 1887, the company resolved to extend its tracks on West Third street, westerly from Pine to Grier street, and also on East Fourth street from Pine to Basin, with connecting tracks on Basin, Grier and Campbel streets. Materials were placed on the ground for these extensions; but, before the tracks were laid, the city of Williamsport introvened by injunction, restraining the company from laying the tracks without first having obtained permission from the city authorities. This was resisted by the railway company and resulted in a decision by the supreme court of the State affirming the right of the railway company to lay its tracks and operate its road on any of the streets, lanes or alleys of the city of Williamsport, without municipal interference. (See case

Williamsport Passenger Railway Company's appeal. 120 Penn'a State report, page 1, etc). The company proceeded after this decision in its favor, to lay its tracks on the streets above designated, and also on West Fourth street from the P. & E. railroad crossing westerly to Lycoming creek. The rails used were 42 pound, steel centre bearing rail, and stone paving between the rails the entire length of the road. The extensions were completed by September 1, 1888, and two lines of cars have since been running as designated elsewhere in this report.

October 1, 1890, the stock of the company changed hands and came under new management; steps were taken to improve the entire road. During the summer of 1891, the old track was taken up and relaid with sixty pound Wharton side bearing wide tread steel rail and repaved between rails with stone, viz: from East Third street at Philadelphia and Erie railroad crossing west to Basin street, single track; from Basin on Third street west to Pine street, double track; from Third and Pine street, on Pine street to Fourth street, single track; from Pine on Fourth west to Park street, double track; from Park, west to the car house on Phildelphia and Erie railroad crossing, single track. The trolley electric system was adopted as the motor power. Cars electrically equipped were put on the road and the entire service has been electrical since September, 1891. During the year 1893, the road was extended into the old town of Newberry or the Seventh ward of the city of Williamsport.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and conections: Fourth street line: Beginning at car house West Fourth and Grier streets; thence east on Fourth street to Basin street; south on Basin to Third street; west on Third to Pine street; north on Pine to Fourth; returning west on Fourth street, double track to 300 feet west of Park street, and from there to car house on single track.

Third street line: Beginning at car house Fourth and Grier streets; south on Grier to Third street; east on Third to Laurel street; continuing east on Third to Basin street on double track and from Basin to Philadelphia and Erie railroad on East Third street, single track; returning by same route to car house; thence west on Fourth to Cemetery street; north on Cemetery to Erie avenue; west on Erie avenue to and across Lycoming creek to Race street; south on Race to Arch street; south on Arch to Fourth street; west on Fourth to Diamond street; south on Diamond to the southern side of Market square in Newberry, and returning by the same route to car house.

Fourth street: From Cemetery street west on Fourth street to Lycoming creek bridge, and returning on same track to Fourth and Cemetery streets; Campbell street from Third street to Fourth street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for	1 00

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$339,355 65	Capital stock,	$258,550 00
Equipment,	61,999 90	Bonds payable,	125,000 00
Real estate,	7,451 70	Bills payable,	13,000 00
Office fixtures and tools,	1,011 30	Accounts due sundry persons,	4,367 17
Accounts due,	1,207 14	Profit and loss,	12,383 26
Cash,	2,274 74		
Total.	$413,300 43	Total,	$413,300 43

STOCKS AND DIVIDENDS.

Balance for the year, or surplus,	$7,320 71
Surplus at commencement of the year,	5,062 55
Total surplus,	12,383 26
Surplus invested as follows:	
Cash and loans,	$2,274 74
Balance of accounts due company,	1,207 14
Material, fuel and stores,	8,901 38

IMPORTANT CHANGES DURING THE YEAR.

None, except the relaying of a part of West Third street track with ninety pound girder rail on broken stone foundation; replacing forty-two pound C. B. rail.

WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Peter P. Liebert, President,	Manayunk, Phila.
Isaac Wilde, Vice President,	do.
John Flanagan, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
James Christie,	Wissahickon, Pa.
William Johnston,	Wissahickon, Pa.
Peter P. Liebert,	Manayunk, Pa.
Leander M. Jones,	Roxborough, Pa.
John Kenworthy,	Roxborough, Pa.
Ben Kenworthy,	Roxborough, Pa.
Isaac Wilde,	Manayunk, Pa.

Date of annual meeting for election of directors: Second Friday in January.

By whom is the road operated: The Wissahickon Electric Passenger Railway Company.

General offices of the company, John Flanagan, secretary and treasurer, Manayunk, Pa.

For information relating to this report, address John Flanagan, secretary and treasurer, Manayunk, Pa.

What kind of power is used for propelling the cars on your road: Electricity.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This road has a State charter dated October 8, 1890.

The capital stock was one thousand (1,000) shares of fifty ($50) dollars each, subsequently increased to five thousand (5,000) shares of fifty ($50) dollars each.

This company was organized to form a rail conection between Wissahickon and Roxborough and between Manayunk and Roxborough; the main thoroughfares being via. Manayunk avenue from Wissahickon to Roxborough and Leverington avenue and Wood and Levering streets, from Roxborough to Manayunk. Authority was granted by the city councils of Philadelphia to this company to construct and operate this road by ordinance, approved by the mayor, March 30, 1893. On September 30, 1893, the road was completed between Wissahickon and Roxborough and the company started to run cars between these points. The balance of the road to Manayunk not being constructed. In March, 1894, preparations were made to lay the road to Manayunk, and on May 24, 1894, that portion of the road running to Pennsylvania railroad station Manayunk, was so far completed as to permit the running of the cars. The line leading to Philadelphia and Reading railroad station, Manayunk via. Wood and Levering streets is now about being constructed.

Our road being still unfinished, our report will therefor be somewhat incomplete.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: The route at present is as follows: Sumac street and the Philadelphia and Reading railroad, east to Manayunk avenue, thence to Lyceum avenue, thence to Mitchell street, thence to Leverington avenue, thence to Ridge avenue, thence west on Leverington avenue to Chestnut street, thence to Centre street (Pennsylvania railroad station) the present terminus.

RATE OF FARE FOR PASSENGERS.

Single fare, ... $0 05

GENERAL BALANCE SHEET.

DR.		CR.	
Construction account,	$101,408 34	Received from stockholders for capital stock.	$103,010 00
Equipment account,	24,588 96	Unfunded debt incurred fer construction,	29,515 94
Material on hand,	4,169 50		
Profit and loss,	2,359 14		
Total,	$132,525 94	Total,	$132,525 94

IMPORTANT CHANGES DURING THE YEAR.

In March, 1894 preparations were made for the extension of the line of railway from Roxborough via. Leverington avenue and Chestnut streets to Pennsylvania railroad station and via. Wood and Levering streets to the Philadelphia and Reading Railroad Station, Manayunk. The portion running to the Pennsylvania railroad station has been so far completed so as to allow the running of the cars thereon. the other portion being still unconstructed.

YORK STREET RAILWAY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. H. Lanius, President,	York, Pa.
D. K. Trimmer, Vice President,	do.
Geo. S. Schmidt, Secretary,	do.
Geo. W. Bell, Treasurer,	do.
Chas. E. Long, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. K. Trimmer,	York, Pa.
Grier Hersh,	do.
John Fahs,	do.
George S. Schmidt,	do.
George P. Smyser,	do.
W. F. Bay Stewart,	do.

Date of annual meeting for election of directors: Second Monday of January.
By whom is the road operated: The York Street Railway Company.
General offices of the company at 27 East Market street, York, Pa.
For information relating to this report, address Geo. W. Bell, treasurer.
What kind of power is used for propelling the cars on your road: Electric.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Date of charter February 8, 1886.

During the summer of 1886, one and one-half miles of road were constructed in the western part of the city of York, and put in operation September 30, of that year.

In 1887, one mile of track was constructed in the western part of the city, making a loop of the ends constructed in 1886. There was also one-half mile constructed in the eastern portion of the city and operation commenced August 11, 1887. In 1888, one mile of track was constructed in the southern part of the city and operated from July 4, 1888. In 1890, one mile of track was constructed from West Market street over Richland avenue to Highland Park. In the fall of 1890, about one-half mile of track was constructed on North George street, from Centre square to the city limits on the North, and on North street from North George to Duke street in order to reach the passenger station of the Northern Central and Pennsylvania railroads, and operated October 20, 1890. In 1892, an extension of one-half mile was made eastward on Market street through Freystown. In 1892, the motive power was changed from horse to electric and new and heavier (seventy pound) rail was laid on the principal streets.

CHARACTERISTICS OF ROAD.

Route of road, streets occupied and connections: On Market street from Albemarle street, in Freystown on the east, to Richland avenue on the west, continuing north on Richland avenue on the west, to Linden avenue, thence on Linden avenue northeast to West York avenue, thence on West York avenue southeast to junction of Philadelphia and Penn streets, thence south on Penn street to Market street, on George street from residence of Grier Hersh on the south to Codorus creek, crossing Market street line in Centre square, on North street from Duke street west to George street line, on Richland avenue south from Market street to Highland Park. North George street track was extended over Codorus creek and on Liverpool and York turnpike to Marysville. An extension from Market street over South Queen street and Cottage Place to South George street. Extnsion over Princess street from George street to Richland avenue. Extension on South Penn street from Market street to West Princess street.

RATE OF FARE FOR PASSENGERS.

Single fare,	$0 05
Tickets in packages of twenty-five sold for,	1 00
Tickets in packages of six sold for	25

GENERAL BALANCE SHEET.

DR.		CR.	
Construction.	$136,209 94	Capital stock,	$151,384 00
Equipment.	74,040 05	Bills payable.	90,925 45
Real estate,	28,714 45	Accounts payable.	133 80
Sundry property,	1,523 14	Profit and loss,	4,329 25
Accounts due.	75 00		
Cash,	6,209 92		
Total.	$246,772 50	Total.	$246,772 50

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: January 23, 1894, four (4) per cent. on $141,150.00.

Paid in dividends, cash,	$5,646 00
Balance for the year, or surplus,	4,329 25
Surplus at commencement of the year,	4,744 91
Total surplus,	9,975 25

Surplus invested as follows:

Cash and loans,	$4,329 25

IMPORTANT CHANGES DURING THE YEAR.

Tracks were extended on York and Liverpool turnpike and on South Queen street and Cottage Place and on West Princess street, making in all over three miles of track.

REPORTS OF

CANAL AND NAVIGATION COMPANIES.

DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
E. B. Leisenring, President,	Philadelphia.
W. A. Buchanan, Secretary, Treasurer,	do.

General offices at 226 South Third street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
E. B. Leisenring,	Philadelphia.
J. W. Woolston,	do.
E. W. Clark,	do.
F. R. Cope,	do.
E. Roberts, Jr.,	do.
T. McKeau,	do.
S. Shepherd,	do.
C. F. Howell,	do.
Edward Lewis,	do.

Date of annual meeting for election of directors: First Tuesday in February. February 6, 1894.

STOCK AND DIVIDENDS.

Amount of common stock now outstanding: 32,667 shares. $1,633,350 00

Rate and date of all cash dividends on stock of original and consolidated companies: Four per cent. per annum paid on August 15, 1893, on 2,158 shares; no dividend at this date paid on 30,509 shares (same not being entitled to dividend), paid on February 15, 1894, on 2,158 shares: no dividend at this date paid on 30,509 shares (same not being entitled to dividend).

DELAWARE AND HUDSON CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. M. Olyphant President,	New York City.
James Rosevelt, Vice-President,	Hyde Park, N. Y.
H. G. Young, Second Vice-President,	Albany, N. N.
F. M. Olyphant, Secretary,	New York City.
C. A. Walker, Treasurer,	New York City.
L. O. Rose, Superintendent,	Honesdale, Pa.

General offices at New York City.

DIRECTORS.

NAMES.	RESIDENCES
James Rosevelt,	Hyde Park, N. Y.
Robert M. Olyphant,	New York City.
Wm. H. Tillinghast,	New York City.
Alfred Van Santvoord,	New York City.
James A. Roosevelt,	New York City.
Alexander E. Orr,	Brooklyn, N. Y.
Cornelius Vanderbilt,	New York City.
Chauncey M. Depew,	New York City.
Benjamin Brewster,	New York City.
James W. Alexander,	New York City.
John A. Stewart,	New York City.
James R. Taylor,	Brooklyn, N. Y.
Horace G. Young,	Albany, N. Y.

Date of annual meeting for election of directors: Second Tuesday in May.

STOCKS AND DIVIDENDS.

Rate and date of all cash dividends on stock of original and consolidated companies: 1893, September 15th, dividend 1¾ per cent; 1893, December 15th, dividend 1¾ per cent; 1894, March 15th, dividend, 1¾ per cent: 1894, June 15th, dividend, 1¾ per cent Total, 7 per cent.

LEHIGH COAL AND NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
E. B. Leisening, President	Philadelphia.
S. Shepherd, Secretary, Treasurer,	do.

General office at 226 South Third street, Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
E. W. Clark,	Philadelphia.
F. R. Cope,	Philadelphia.
Charles Parrish,	Wilkes-Barre.
J. M. Wilcox,	Philadelphia.
Edward Lewis,	Philadelphia.
Samuel Dickson,	Philadelphia.
Abram S. Hewitt,	New York.
Thomas McKean,	Philadelphia.
E. S. Buckley,	Philadelphia.
Charlemagne Tower, Jr.,	Philadelphia.
J. S. Harris,	Philadelphia.
E. B. Leisenring,	Philadelphia.

Date of annual meeting for election of directors: Fourth Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$156,097 49
For dividends,	789,065 75
For interest,	833,599 58
Municipal and State taxes,	159,575 49
For other payments,	204,539 75
Total,	$2,142,878 06
Surplus,	$81,948 56

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, $14,366,650.00: 287,333 shares.

Rate and date of all cash dividends on stock of original and consolidated companies: November 23, 1893, $430,399.50, 3 per cent.; May 25, 1894, $358,666.25, 2½ per cent.

MONONGAHELA NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Max. K. Moorhead, President,	Pittsburgh, Pa.; Office, 8 Wood street.
Wm. Bakewell, Secretary, Treasurer,	Pittsburgh, Pa.; Office, No. 110 Diamond street.
Thomas P. Roberts, Chief Engineer,	Pittsburgh, Pa.
William P. Wood, Cargo Inspector,	Pittsburgh, Pa.
Thomas McGowan, Superintendent of Repairs,	Lock No. 4, Washington county, Pa.

General Offices at No. 8 Wood street, Pittsburgh.

DIRECTORS.

NAMES.	RESIDENCES.
Joseph Albree,	Allegheny, Pa.
Alexander Bradley,	Pittsburgh, Pa.
Felix R. Brunot,	Allegheny, Pa.
Allan C. Bakewell,	New York, N. Y.
James J. Donnell,	Allegheny, Pa.
George B. Logan,	Allegheny, Pa.
James B. Murdock, M. D.,	Pittsburgh, Pa.
A. E. W. Painter,	Allegheny, Pa.
John H. Ricketson,	Allegheny, Pa.
George Shiras, 3d,	Allegheny, Pa.

Date of annual meeting for election of directors: Second Thursday of January.

SUMMARY OF RECEIPTS AND EXPENDITURES.

DR.			CR.	
Balance, June 30, 1893,		$68,570 79	Maintenance of works,	$39,537 04
Tolls for the year—			Operating expenses,	47,307 81
Coal and slack,	$136,565 95		Improvements,	5,415 24
Coke,	164 25		State taxes,	12,365 72
Sundries,	76,446 23		Dividends paid,	132,480 00
Passengers,	7,945 75		Coupons paid,	10,950 00
	$221,122 18		Cargo Inspector, for payment of current bills,	289 50
Uncollected,	11,260 20		Balance in bank,	90,430 33
		236,881 98		
Collected on last year's tolls,		30,907 97		
From cargo inspector,		738 32		
Received on mortgage,		162 00		
Received interest,		14 58		
Bills receivable,		1,500 00		
Total,		$338,775 64	Total,	$338,775 64

STOCK AND DIVIDENDS.

Amount of common stock now outstanding, June 30, 1894, 33,620 shares at par value of $50 each,	$1,681,000 00
Amount of stock issued as stock dividends, and dates of issue.	
July, 1893, 556 shares,	27,800 00
Scrip, convertable into stock,	5,178 00
Rate and date of all cash dividends on stock of original companies.	
July, 1893, dividend of 5 per cent. on $1,648,700,	82,435 0
January, 1894, dividend of 3 per cent. on $1,648,000,	49,467 0

PENNSYLVANIA CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
I. J. Wistar, President,	Philadelphia.
Geo. H. Ross, Secretary.	Philadelphia.
A. Haviland, Treasurer.	Philadelphia.
T. T. Wierman, Jr., Chief Engineer.	Harrisburg, Pa.
F. J. Deemer, Superintendent of Equipment.	Wilkes-Barre, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Isaac J. Wistar,	Philadelphia.
Geo. B. Roberts,	do.
A. J. Cassatt,	do.
Wm. J. Howard.	do.
Alexander Biddle,	do.
Wm. H. Barnes,	do.
Simon Gratz,	do.
John P. Green,	do.
Samuel Rea,	do.
Amos R. Little,	do.
N. Parker Shortridge,	do.
Henry D. Welsh.	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal,	$87,543 57

SCHUYLKILL NAVIGATION COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
P. C. Hollis, President,	
Howard T. Naisby, Secretary,	
Richard Tull, Treasurer,	

General office at Reading Terminal, Philadelphia, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
C. K. Klink,	Philadelphia, Pa.
Roswell Weston,	do.
R. M. Oberteuffer,	do.
John R. McLennon,	do.
Wm. J. Hurst,	do.
J. M. Landis,	do.

Date of annual meeting for election of directors: Second Tuesday in February.

SCHUYLKILL NAVIGATION COMPANY—THE PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

NAMES.	RESIDENCES.
Joseph S. Harris, President	Philadelphia.
W. R. Taylor, Secretary	do.
W. A. Church, Treasurer	do.
D. Jones, Comptroller	do.
I. A. Sweigard, General Superintendent	do.
E. F. Smith, General Division Superintendent	do.

General offices at Reading Terminal, Philadelphia.

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal	$88,172 36
Total amount of surplus fund	5,132 54

SUSQUEHANNA CANAL COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Hon. S. P. Wolverton, President	Sunbury, Pa.
Robert D. Brown, Treasurer	Baltimore, Md.
G. F. Smith, General Superintendent	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
Enoch Pratt	Baltimore, Md.
Osmun Latrobe	Baltimore, Md.
Jas. Sloan, Jr	Baltimore, Md.
Gilmor Meredith	Baltimore, Md.
Robert A. Dobbin	Howard county, Md.
Robert D. Brown	Howard county, Md.
W. C. Brown	Philadelphia.
James M. Landis	Philadelphia.
Charles Heebner	Philadelphia.
W. W. Lynn	Philadelphia.
R. C. Felters	Philadelphia.
E. F. Smith	Philadelphia.

Date of annual meeting for election of Directors: Second Monday in May.

SUMMARY OF EXPENSES.

State taxes	$20 01
For other payments	178 55
Total	$198 56

STOCK AND DIVIDENDS.

Amount of common stock now outstanding	$2,002,746 00

SUSQUEHANNA AND TIDE WATER CANAL COMPANY, PHILADELPHIA AND READING RAILROAD COMPANY, LESSEE.

OFFICERS.

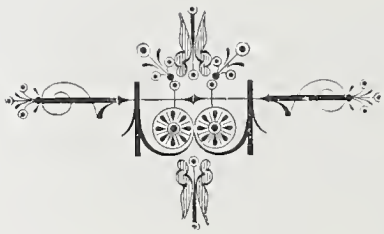
NAMES.	RESIDENCES.
Joseph S. Harris, President,	Philadelphia, Pa.
W. R. Taylor, Secretary,	do.
W. A. Church, Treasurer,	do.
D. Jones, Comptroller,	do.
I. A. Sweigard, General Superintendent,	do.
E. F. Smith, Division Superintendent,	do.

General offices at Reading Terminal, Philadelphia.]

SUMMARY OF EXPENSES.

Maintaining the canal or real estate of the corporation and operating the canal	$15,124 54
Total amount of deficit	$7,399 46

REPORTS OF
Telegraph and Telephone Companies.



AMERICAN DISTRICT TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	New York.
Thos. M. Etting, Vice President,	Philadelphia.
M. Richards Muckle, Secretary,	Philadelphia.
George J. Jewill, General Manager,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	New York.
Theodore M. Etting,	Philadelphia.
M. Richards Muckle,	Philadelphia.
Edward J. Mathews,	Philadelphia.
John Rommell, Jr.,	Philadelphia.
Charles E. Warburton,	Philadelphia.
William H. Baker,	New York.
E. O. Platt,	New York.
J. H. Emerick,	New York.

Date of annual meeting for election of directors: Third Monday in May of each year.

By whom owned: Stockholders.

By whom operated: Stockholders.

The general offices of the company are located at No. 113 South Broad street, Philadelphia.

Address correspondence relating to this report to No. 113 South Broad street, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Messages received to be forwarded by other lines to all parts of the world are charged rates as published by those lines. Local messages charged at rate of 20 cents per word.

SUMMARY OF PAYMENTS.

For construction of new lines,	$2,361 33
Purchase of real estate,	11,568 91
Dividends,	16,000 00
Miscellaneous,	101,563 75
Taxes,	1,017 13
Surplus fund,	10,410 90
Total,	$142,922 02

GENERAL BALANCE SHEET.

DR.		CR.	
License and patent right,	$316,612 00	Capital stock,	$400,000 00
Watch clock right,	1,751 25	Balance due to corporations and individuals,	7,274 10
Charter and incorporating,	250 00	Loss and gain,	27,505 69
General construction,	53,490 72		
Equipment,	14,949 25		
Supplies,	2,974 14		
Accounts receivable,	13,204 44		
Cash,	15,329 08		
Real estate,	11,568 91		
Trustee stock, A. D. T. Co., donated,	4,650 00		
Total,	$434,779 79	Total,	$434,779 79

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 19, 1893, one per cent., or twenty-five cents per share; October 18, 1893, one per cent., or twenty-five cents per share; January 17, 1894, one per cent., or twenty-five cents per share; April 18, 1894, one per cent., or twenty-five cents per share.

Paid in dividends, cash, ... $16,000 00

AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
Edward J. Hall, President,	Morris, N. J.
Melville Egleston, Secretary,	Elizabeth, N. J.
Samuel B. Huey, Treasurer,	Philadelphia, Pa.

DIRECTORS.

NAMES OF DIRECTORS.	RESIDENCES.
Edward J. Hall,	Morris, N. J.
Melville Egleston,	Elizabeth, N. J.
Samuel B. Huey,	Philadelphia, Pa.
Josiah R. Adams,	Philadelphia, Pa.
F. W. Griffin,	Philadelphia, Pa.

Date of annual meeting of directors: First Friday of February.

By whom owned: American Telegraph and Telephone Company of Pennsylvania.

By whom operated: American Telegraph and Telephone Company.

The general offices of the company are located at No. 114 South Fourth Street, Philadelphia, Pa.

Address correspondence relating to this report to Samuel B. Huey, Treasurer, Drexel Building, Philadelphia, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The certificate of incorporation of the American Telegraph and Telephone Company of Pennsylvania was approved by the Governor of Pennsylvania, January 13, 1885.

The company was organized thereunder in Philadelphia, Pa., February 19, 1885, and J. R. Adams was elected President; S. B. Huey, Secretary, and J. E. Kingsley, Treasurer.

It has constructed the following lines, viz: One from Philadelphia to West Nottingham (State line); one from Newtown Square to Easton; one from Monterey to Choconut; one from Temple to Harrisburg; one from North East to Erie; one from Erie to New Castle; one from New Castle to Ohio State line; one from Altoona to Hazleton; one from Pittsburgh to Marshall; one from Harrisburg to Pittsburgh.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under to four hundred miles and under five hundred miles about one cent per mile for ten words.

Amount of charge per month for use of telephone, from $5.00 to $8.33.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$1,592,367 66	Capital,	$250,000 00
Equipment,	27,341 36	Unfunded debt,	1,371,837 12
Organization expenses, etc.,	2,128 10		
Total.	$1,621,837 12	Total.	$1,621,837 12

ARMSTRONG TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
T. M. Elder, President,	Dayton, Pa.
A. K. Good, Vice President,	do.
B. S. Pontius, Secretary,	do.
S. W. Marshall, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
G. S. Morrow,	Dayton, Pa.
M. L. McIntyre,	Dayton, Pa.
C. W. Ellenberger,	Dayton, Pa.
A. K. Goodhart,	Dayton, Pa.
William Gallagher,	Bryan, Pa.

Date of annual meeting for election of directors: The third Monday of January.

By whom owned: Armstrong Telephone Company.

By whom operated: Armstrong Telephone Company.

The general offices of the company are located at Dayton, Pa.

Address correspondence relating to this report to B. S. Pontius, Secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Armstrong Telephone Company was the result of a meeting of citizens of Dayton and vicinity called for consultation. The enterprise was largely aided through the columns of the Dayton News, the local paper of the place.

By personal effort the stock was raised—capital $3,000 at $25 per share. Of these shares 96 have been sold.

A charter was obtained April 11, 1893, contracts were given and the line completed by July, 1893, since when the line has been in successful operation.

The points connected are Dayton with Kittanning, Pa.,—a line of about 23 miles with intervening stations at Echo, Bryan and Rural Valley. The points are all of but small proportions, except Kittanning, and the line is considered more as a personal convenience than as any source of profit.

Five Bell telephones are in use at a rental of $30 each per annum.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words for one hundred miles or under (any message), 25 cents.

SUMMARY OF PAYMENTS.

For taxes,	$9 75

ATLANTIC AND OHIO TELEGRAPH COMPANY.

OFFICERS.

NAMES.	ADDRESS.
Thos. T. Eckert, President,	New York City.
John Van Horne, Vice President,	do.
R. H. Rochester, Secretary. Treasurer.	do.

DIRECTORS.

NAMES.	ADDRESS.
Gen. Thos. T. Eckert.	New York City.
Charles A. Tinker,	New York City.
J. B. Van Every,	New York City.
R. H. Rochester,	New York City.
John Van Horne,	New York City.
James Merrihew,	New York City.
Wm. B. Gill,	Philadelphia.
Henry Bentley,	Philadelphia.
George Merrihew,	Philadelphia.

Date of annual meeting for election of directors: Third Thursday of July.

By whom owned: Atlantic and Ohio Telegraph Company.

By whom operated: Western Union Telegraph Company, lessee.

With what other companies consolidated: Pennsylvania Telegraph Company.

Date of consolidation: July, 1862.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street. New York City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Tbe Atlantic and Ohio Telegraph Company was formed to operate a line of telegraph erected by Henry O'Reilly, from Philadelphia to Pittsburg.

The company was organized in Philadelphia on July 3d and 4th, 1848, and was incorperated under the laws of the State of Pennsylvania on March 24, 1849.

All its propepty was leased April 15, 1864, to tbe Western Union Telegragh Company for a term of ten years, and thereafter until six months' notice shall be given by either party.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This comaany does not operate separately but messages are sent over its lines by the lessee at the tariff rate reported by it.

STOCKS AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: None since its lease to the Western Union Telegraph Company April 15, 1864, whether any prior thereto is not known to its present officers.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Since April 15, 1864, 10 per cent. per annum, quarterly upon outstanding stock (not belonging to the Western Union Telegraph Company) amounting on the 30th of June, 1894, to ($6,500) sixty-five hundred dollars.

BALTIMORE AND OHIO TELEGRAPH COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
A. Lowden Snowden, President.	Philadelphia.
W. T. Westbrook, Secretary. Treasurer,	Philadelpbia.
Chas. Selden, General Manager. General Superintendent,	Baltimore, Md.

DIRECTORS.

NAMES.	RESIDENCES.
A. Lowden Snowden,	Philadelphia.
W. T. Westbrook,	Philadelphia.
L. S. Filbert,	Philadelphia.
Charles A. Porter,	Philadelphia.
John K. Cowen.	Baltimore, Md.

Date of annual meeting for election of directors: Second Wednesday in May.
By whom owned: Baltimore and Ohio Telegraph Company of Pennsylvania.
By whom operated: Baltimore and Ohio Telegraph Company of Pennsylvania.
The general offices of the company are located at corner Third and Chestnut streets, Philadelphia.
Address all correspondence relating to this report to Brown & Wells, counsellors-at-law, 36 Wall street, New York City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The present officers of the company do not know the date of the original charter of this company, or anything of its early history, or of the construction of its lines.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for Ten Words.	Each Additional Word.
For one hundred miles or under, ...	$0 25	$0 02
For one hundred miles and under two hundred miles, ...		
For two hundred miles and under three hundred miles, ...		
For three hundred miles and under four hundred miles, ...		
or four hundred miles and under five hundred miles, ...		

SUMMARY OF PAYMENTS.

For miscellaneous, ...	$967 38
For taxes, ...	88 66
Total, ...	$1,056 54

Total amount of surplus fund accounts have not been written up so as to ascertain.

THE BELL TELEPHONE COMPANY OF PHILADELPHIA.

OFFICERS.

NAMES.	RESIDENCES.
James Merrihew, President, ...	New York.
Wm. B. Gill, Vice President, ...	Cheltenham, Pa.
Samuel B. Huey, Secretary, ...	Philadelphia.
A. A. Ziegler, Treasurer, ...	Philadelphia.
Samuel M. Plush, General Manager, ...	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
James Merrihew, ...	New York.
Wm. B. Gill, ...	Cheltenham, Pa.
Thomas T. Eckert, ...	New York.
Thomas E. Cornish, ...	Philadelphia.
Joel J. Baily, ...	Philadelphia.
James E Mitchell, ...	Philadelphia.
Samuel M. Plush, ...	Philadelphia.
Charles A. Tinker, ...	New York.
Henry S. Huidekoper, ...	Philadelphia.
John E. Hudson, ...	Boston, Mass.
Wm. T. Westbrook, ...	Philadelphia.
Thomas F. Clark, ...	New York.

Date of annual meeting for election of directors: Third Tuesday of February.

SUMMARY OF PAYMENTS.

Dividends (stock),	$67,200 00
Miscellaneous,	337,688 71
Taxes,	58,558 23
Surplus fund,	89,365 02
Total amount of surplus fund,	$414,099 67

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$794,555 56	Capital stock,	$627,200 00
Real estate,	136,246 06	Real estate mortgage,	25,000 00
Material,	21,034 80	Reserve for unearned rentals,	21,456 67
Accounts receivable,	56,125 10	Bills and accounts payable,	32,684 68
Cash,	112,479 50	Surplus,	414,099 67
Total,	$1,120,441 02	Total,	$1,120,441 02

STOCK AND DIVIDENDS.

Amount of stock issued as stock dividends, and dates of issue: $67,200 issued October 24, 1893.

Paid in dividends, stock,			$67,200 00
Balance for the year, or surplus,			$89,365 02
Surplus at commencement of the year,			324,734 65
Total surplus,			$414,099 67
Surplus invested as follows:			
Cash and loans,			$112,479 50
Balance of accounts due company,			56,125 10
Material, fuel and stores,			21,034 80
Other items and construction,			167,355 56
Real estate,		$136,246 06	
Less:			
Bills and accounts payable,	$32,684 68		
Unearned rentals,	21,456 67		
Mortgage,	25,000 00		
		79,141 35	
			57,104 71
Total,			$414,099 67

CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
D. Leet Wilson President,	Pittsburgh.
Henry Metzger, Vice President,	do.
Jno. G. Stoakes, Secretary,	do.
E. E. Hamilton, Treasurer,	do.
W. Bampfield, General Manager,	do.
W. D. Paynter, General Superintendent,	do.

DIRECTORS.

NAMES.	RESIDENCES.
D. Leet Wilson,	Pittsburgh.
Henry Metzger,	Pittsburgh.
George I. Whitney,	Pittsburgh.
John L. George,	Pittsburgh.
J. K. Goodrich,	Pittsburgh.
C. J. French,	Boston, Mass.
H. S. Huidekoper,	Philadelphia.
James Merrihew,	New York city.
Chas. A. Tinker,	New York city.

Date of annual meeting for election of Directors: Second Thursday in February.

By whom owned: The Central District and Printing Telegraph Company.

By whom operated: The Central District and Printing Telegraph Company.

The general offices of the company are located at Pittsburgh, Pa.

Address correspondence relating to this report to The Central District and Printing Telegraph Company, cor. Seventh Avenue and Montour Way, Pittsburgh, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Central District and Printing Telegraph Company was originally incorporated in the State of New York on April 14, 1874, under the provisions of an act, entitled "An act to provide for the incorporation and regulation of telegraph companies" passed April 12th, 1848, and of the acts additional thereto and amendatory thereof, for the purpose of owning, constructing, using and maintaining a line or lines of electric telegraph, etc.

The route of line as defined in its articles of incorporation was as follows, viz: From Jamestown, Chautauqua county, New York, to Mansfield, Ohio, thence to Wheeling, West Virginia, thence to Pittsburgh, Pa.

The company was engaged for a time in the business of building electric telegraph lines in the city of Pittsburgh, Pa., and vicinity and leasing them to private firms and individuals at an annual rental. This company in most cases owning and maintaining the lines and the firms or individuals leasing them and operating them. The "Morse" telegraph instruments on these lines were in a majority of cases superceded by "Gray's Automatic Printing Telegraph Instruments" and these in turn were superceded by telephones. On August 10, 1881, The Central District and Printing Telegraph Company became a corporation under the laws of the State of Pennsylvania by accepting the provisions of the law enacted on June 9, 1881, "authorizing foreign corporations to become corporations in the State of Pennsylvania and prescribing the method of their doing so" for the purpose of carrying on the business of constructing, owning, leasing and operating telegraph and telephone lines, buying, selling and dealing in electrical apparatus and supplies, etc, with the principle office located in Pittsburgh, Pa. The corporation under the laws of the State of New York was then dissolved and its charter renounced and annulled.

The principal business of the company since its incorporation in the State of Pennsylvania has been and is at present, that of furnishing telephone service to its subscribers and leasing telephone and telegraph lines to private parties; it is also engaged in the District Messenger business in the cities of Pittsburgh and Allegheny.

GENERAL BALANCE SHEET.

DR.		CR.	
Franchises,	$150,000 00	Capital stock,	$990,000 00
Construction and equipment,	989,295 61	Reserve,	127,954 50
Supplies,	45,255 39	Bills payable,	90,000 00
Real estate,	390,876 75	Accounts payable,	18,561 74
Accounts receivable,	278,275 35	Cash overdraft,	1,201 90
		Surplus,	625,984 96
Total,	$1,853,703 10	Total,	$1,853,703 10

STOCK AND DIVIDENDS.

Balance for the year, or surplus,	$153,192 92
Surplus at commencement of the year,	472,792 04
Total surplus,	$625,984 96

Surplus invested as follows:

Balance of accounts due company,	$278,275 35
Material, fuel and stores,	45,255 39
Other items, construction and equipment,	302,454 22

CENTRAL PENNSYLVANIA TELEPHONE AND SUPPLY COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
R. M. Bailey, President.	Williamsport, Pa.
Richard O'Brien. Vice President,	Scranton. Pa.
J. E. Wilkinson, Secretary. Treasurer.	Williamsport. Pa.
R. M. Bailey, General Manager,	Williamsport. Pa.

DIRECTORS.

NAMES.	RESIDENCES.
R. M. Bailey,	Williamsport. Pa.
S. S. Blair,	Tyrone. Pa.
J. H. Boyer,	Williamsport. Pa.
James V. Brown.	Williamsport, Pa.
Addison Candor.	Williamsport, Pa.
Charles E. Chittenden,	Scranton, Pa.
William Emery.	Williamsport, Pa.
C. J. French.	Boston. Mass
John A. Gamble,	Williamsport. Pa.
H. S. Hnidekoper.	Philadelphia.
C. LaRne Munson,	Williamsport, Pa.
Richard O'Brien.	Scranton, Pa.
Henry W. White,	Williamsport, Pa.
R. J. C. Walker,	Philadelphia.
J. E. Wilkinson,	Williamsport, Pa.

Date of annual meeting for election of directors: Fourth Tuesday in January.
The general offices of the company are located at 760 West Fourth street. Williamsport, Pa.
Address correspondence relating to this report to company at their general office as above.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The organization of the company was effected on the 24th of September, 1880. Telephone lines had been previously established by private parties in Williamsport, Philipsburg, Bellefonte, Altoona, Milton and Shamokin. The chartered limits of the company include the counties of Centre, Clinton, Clearfield, Cameron, Columbia, Blair, Huntingdon, Juniata, Montour, Mifflin, Snyder, Sullivan, Northumberland, Union and Lycoming, and such other territory as might be thereafter acquired. In January, 1884, the company acquired the property and rights of the North Pennsylvania Telephone Company, comprising the counties of Luzerne, Lackawanna and Wyoming. In January, 1888, the county of Elk was acquired from the Central District and Printing Telegraph Company of Pittsburgh. The company now has telephone exchanges established and in operation in all the principle cities and towns in the territory covered by its charter and the district has been fully occupied and ample telephone communication furnished to the public. The entire district has its various centres or telephone exchanges connected with each other by wire as well as lines connecting the territory of the Pennsylvania Telephone Company via Mt. Carmel and via Hazleton.

In May, 1890, the company began the erection of long distance metalic circuit lines eastward from Williamsport to connect with the circuits of the American Telephone and Telegraph Company at Hazleton, Wilkes-Barre and Scranton, with intermediate stations en-route connected, which lines were completed and put in operation August 1, 1890.

Long distance metallic circuit lines of this company from Williamsport westward to Altoona with intermediate stations connected, were completed and put in operation June 1, 1892.

The territory of DuBois, with a radius of five miles in Clearfield county, was transferred to the Central District and Printing Telegraph Company of Pittsburgh as of January 1, 1892.

Long distance metallic circuit lines of this company from Tyrone northward to Philipsburg coal regions were completed and put in operation August 1, 1892.

Long distance metallic circuit lines of this company from Philipsburg to Clearfield were completed and put in operation November 1, 1892.

Long distance metallic circuit lines of this company from Clearfield to Ridgway via DuBois were completed and put in operation June 1, 1893.

Long distance metalic circuit lines of this company from Milton to Mt. Carmel via Sunbury and Shamokin were completed and put in operation October 16, 1893.

Additional long distance metallic circuit wires were erected between Wilkes-Barre and Hazleton and put in operation June 1, 1894.

Long distance metallic circuit lines of this company from Scranton, Pa., to Carbondale, Pa., are in process of erection.

The completion and occupancy of a new central office building at Scranton, Pa., on March 1, 1894.

For the capital stock, general business, receipts and expenditures of the company, reference is made to the other parts of this report.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for five minutes conversation, one cent per mile with minimum of twenty-five cents and maximum of $1.00 for metallic circuit service.

SUMMARY OF PAYMENTS.

For construction of new lines,	$69,290 47
For purchase of real estate,	20,372 19
For interest,	2,407 54
For dividends,	8,000 00
For miscellaneous,	132,980 26
For taxes,	2,433 66
Total,	$235,484 06

GENERAL BALANCE SHEET.

DR.		CR.	
Construction and equipment,	$713,118 73	Capital stock,	$800,000 00
License,	275,100 00	Bills payable,	80,000 00
Real estate,	27,527 94	Mortgages payable,	12,000 00
Furniture,	1,980 93	Due to sundry persons,	28,893 45
Supplies,	7,261 12	Reserve,	10,723 85
Cash,	16,396 39	Depreciation,	43,524 84
Due from exchange managers,	3,682 01	Surplus,	53,399 01
Due from sundry persons,	7,384 77	Net earnings,	23,910 74
Total,	$1,052,451 89	Total,	$1,052,451 89

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: April 28, 1894, 4 per cent. per annum.

Paid in dividends, cash,	$8,000 00
Total surplus December 31, 1893,	53,399 01
Surplus invested as follows:	
Other items,	53,399 01

IMPORTANT CHANGES DURING THE YEAR.

Purchase of a lot in Wilkes-Barre, Pa., on which to build a telephone exchange.

The completion and occupancy of a new central office building at Scranton, Pa., on March 1, 1894.

DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

OFFICERS.

NAMES.	RESIDENCES.
J. Merrihew, President,	New York.
C. A. Tinker, Vice President,	New York.
W. J. McLaughlin, Secretary, Treasurer,	Philadelphia.
W. B. Gill, General Superintendent,	Philadelphia.
W. T. Westbrook, Superintendent,	Philadelphia.

DIRECTORS.

NAMES.	RESIDENCES.
J. Merrihew,	New York.
C. A. Tinker,	New York.
Henry Bentley,	Philadelphia.
S. M. Plush,	Philadelphia.
W. B. Gill,	Phialdelphia.
Geo. Merrihew,	Philadelphia.
W. T. Westbrook,	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday in September.

By whom owned: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

By whom operated: Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania.

The general offices of the company are located at 406 Market street, Philadelphia.

Address correspondence relating to this report to W. J. McLaughlin, Treasurer, 406 Market street, Philadelphia,

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Delaware and Atlantic Telegraph and Telephone Company of Pennsylvania was chartered May 28, 1883, being enrolled in charter book, No. 17, page 11, application having been made by the following gentlemen: John E. Zeublin, S. M. Plush, James Merrihew, S. S. Garwood and W. B. Gill.

The company carries on business in the following counties of the Commonwealth of Pennsylvania, viz: Chester, Bucks, Montgomery and Delaware.

The general route and points connected are as follows: Philadelphia to Chester, Media and State line via Darby, Philadelphia to Coatesville with lateral lines to West Chester, Norristown, Phœnixville and other points within the counties named.

TARIFF OF RATES FOR TRANSMISSION OF TOLL-LINE MESSAGES.

NUMBER OF MILES.	Rates for five minutes subscribers.	Rates for five minutes non-subscribers.
For ten miles or under,	Free	$0 25
For fifteen miles or under twenty miles,	$0 15	30
For twenty miles and under twenty-five miles,	20	35
Far twenty-five miles and over,	25	35
Amount of charge per month for use of telephone,	$4 17	.....

SUMMARY OF PAYMENTS.

Interest,	$9,862 95
Dividends,	10,000 00
Miscellaneous,	73,136 34
Taxes,	1,624 82
Total,	$94,624 11
Total amount of surplus fund,	$54,310 56

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$86,701 12	Capital,	$10,000 00
		Due corporations,	22,390 56
		Profit and loss,	54,310 56
Total,	$86,701 12	Total,	$86,701 12

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: Dividend declared September 19, 1893, paid October 1, 1893; being $100 per share from the net earnings of the company, July 1, 1883, to July 1, 1893 (ten years), being the first and only dividend declared since the organization of the company.

Paid in dividends, cash,	$10,000 00
Balance for the year, or surplus,	17,790 07
Surplus at commencement of the year,	72,100 63
Total surplus,	$54,310 56
Surplus invested as follows:	
Construction,	$54,310 56

LYKENS TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. D. Frank, President,	Elizabethville, Pa.
John W. Deibler, Vice President,	Berrysburg, Pa.
John A. Romberger, Secretary,	Elizabethville, Pa.
Cyrus Romberger, Treasurer,	Elizabethville, Pa.
H. H. Weaver, General Manager,	Elizabethville, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
John W. Deibler,	Berrysburg, Pa.
W. D. Frank,	Elizabethville, Pa.
John A. Romberger,	Elizabethville, Pa.
H. H. Weaver,	Elizabethville, Pa.
I. C. Buffington,	Elizabethville, Pa.
F. W. Fickinger,	Elizabethville, Pa.
Jacob Shiro,	Gratz, Pa.

Date of annual meeting for election of directors: December of each year.

The general offices of the company are located at Elizabethville, Pa.

Address all correspondence relating to this report to H. H. Weaver, general manager, Elizabethville, Pa.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES.	Rates for twenty words.	Each additional word.
For one hundred miles and under,	$0 20	$0 01

GENERAL BALANCE SHEET.

DR.		CR.	
Line complete,	$309 92	Capital stock,	$300 00
Due us in ledger,	15 00	Undivided profits,	41 93
Cash in treasury,	17 01		
Total,	$341 93	Total,	$341 93

STOCKS AND DIVIDENDS.

Surplus at commencement of the year	$41 93
Total surplus,	$41 93
Surplus invested as follows:	
Cash on loans,	$26 93
Balance on accounts due company	15 00

IMPORTANT CHANGES DURING THE YEAR.

At a meeting of the stockholders the capital was increased to $10,000, and the directors have issued a call for the balance of 70 per cent. on the original 100 shares, after this is collected the directors will proceed to sell sufficient of the $9,000 additional stock authorized, to build lines throughout Dauphin and parts of Northumberland and Schuylkill counties.

McKEESPORT TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Burt Huttell, President,	McKeesport, Pa.
J. M. Thorne, Vice President,	do.
Thos. Crozier, Secretary,	do.
W. B. Peters, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Burt Huttell,	McKeesport, Pa.
J. M. Thorne,	do.
W. B. Peters,	do.
J. L. Thorne,	do.
Thomas Crozier,	do.

The general offices of the company are located at McKeesport, Pa.

Address correspondense relating to this report to McKeesport, Pa., Thos. Crozier, secretary.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

This company was organized with an authorized capital of $50,000 and paid in capital of $25,000. We began active operation May 1, 1894, with about 60 subscribers, which we have since increased to 100. We use a metallic system with magnate telephone and give each subscriber a separate line. Our charge is $3 per month to business and residence. Company was organized January 1, 1893.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash in bank,	$360 00	Capital stock,	$25,000 00
Book account,	150 00	Uunfunded debt,	3,000 00
Our plant,	28,000 00	Accounts payable,	200 00
		Balance,	310 00
Total,	$28,510 00	Total,	$28,510 00

NATIONAL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thomas T. Eckert, President,	New York City.
John Van Horne, Vice President,	do.
Thomas F. Clark, Secretary,	do.
R. H. Rochester, Treasurer,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas T. Eckert,	New York City.
John Van Horne,	New York City.
Charles A. Tinker,	New York City.
Thomas F. Clark,	New York City.
Robert C. Clowne,	Chicago, Ill.

Date of annual meeting for election of directors: Second Wednesday in December.
By whom owned: National Telegraph Company.
By whom operated: In Pennsylvania; National Telegraph Company.
The general office sof the company are located nt 195 Broadwny, New York city.
Address correspondence relating to this report to Brown & Wells, counsellors nt law, 56 Wnll street, New York city.
Incorporated August 19th, 1883, under the laws of the State of New York.
The present officers know nothing of its early history or of the construction of its line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under,	$0.25	$0.02

SUMMARY OF PAYMENTS.

Miscellaneous,	$292 85
Taxes,	47 97

NEW YORK AND PENNSYLVANIA TELEPHONE AND TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Chas. F. Cutler, President,	New York.
W. N. Eastabrook, Vice President,	Elmira, N. Y.
H. F. Stevens, Secretary,	Brooklyn, N. Y.
Joel C. Clark, Treasurer,	So. Farmingham, Mass.
W. N. Eastabrook, General Manager,	Elmira, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.
Chas. F. Cutler,	New York.
W. N. Eastabrook,	Elmira, N. Y.
Joel C. Clark,	So. Farmingham, Mass.
H. C. French,	Elmirn, N. Y.
John E. Hudson,	Boston, Mass.
David B. Parker,	Randolph, N. Y.
Chas. M. Dow,	Jamestown, N. Y.

Date of annual meeting for election of directors: First Wednesday in March.
The general offices of the company are located at Elmira, N. Y.
Address correspondence relating to this report to H. F. Stevens, Secretary, Elmira, N. Y.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rate based on one cent per mile for five minutes' conversation.

SUMMARY OF PAYMENTS.

For construction of new lines,	$74,162 98
Dividends,	21,750 00
Tnxes,	4,717 26
Surplus fund,	21,642 67
Total,	$122,272 91
Total amount of surplus fund,	$65,036 56

GENERAL BALANCE SHEET.

DR.		CR.	
Franchise,	$175,000 00	Capital stock,	$1,000,000 00
Construction,	948,379 04	Surplus,	65,036 56
Supplies on hand,	12,855 48	Sinking fund,	325,000 00
Trustee stock,	275,000 00	Reserve,	1,967 43
Accounts receivable,	12,535 03	Accounts payable,	31,717 10
Cash,	1,770 46	Profit and loss,	1,828 92
Total,	$1,425,550 01	Total,	$1,425,550 01

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year, 2.175 per cent,

Paid in dividends (cash),	$21,750 00
Balance for the year, or surplus,	$21,642 67
Surplus at commencement of the year.	44,213 06
Total surplus,	$65,855 73

PACIFIC AND ATLANTIC TELEGRAPH COMPANY.

OFFICERS.

NAMES.	ADDRESS.
Thos. T. Eckert, President,	New York City.
Charles A. Tinker, Vice President,	do.
R. H. Rochester, Secretary, Treasurer,	do.

DIRECTORS.

NAMES.	ADDRESS.
Thos. T. Eckert,	New York City.
Charles A. Tinker,	New York City.
R. H. Rochester,	New York City.
John Van Horne,	New York City.
James Merrihew,	New York City.
William B. Gill,	Philadelphia.
Henry Bentley,	Philadelphia.

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: Pacific and Atlantic Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: 1. Keystone Telegraph Company; 2. Southern Telegraph Company; 3. Eastern Telegraph Company; 4. Mississippi Valley National Telegraph Company, by purchase of its personal property and lease of its lines for 999 years.

Date of consolidation: 1. September, 1867; 2. March, 1868; 3. October, 1869; 4. September, 1869.

The general offices of the company are located at Philadelphia, Pa.

Address all correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The Monongahela Valley Telegraph Company, chartered March 14, 1865, with authority to extend its operations, make consolidation with other companies and adopt any other name or style. The name of the Pacific and Atlantic Telegraph Company of the United States, was adopted under the above authority August 1, 1866. All lines of this company were leased to the Western Union Telegraph Company for a period of 999 years.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

This company does not operate separately, but messages are sent over its lines by the lessee at the tariff rates reported by it.

STOCKS AND DIVIDENDS.

Date of rate per cent. of all cash dividends on stock of original and consolidated companies during the year: No dividend was formerly declared, but the rental provided for under the lease to the Western Union Telegraph Company being 4 per cent. per annum on the par value of the capital stock, was paid ratably to the stockholders of the Pacific and Atlantic Telegraph Company in the proportion of their respective holdings.

PENNSYLVANIA TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Francis Jordan, President,	Harrisburg.
A. R. Shellenberger, Vice-President,	Harrisburg.
J. H. Crossman, Jr., Secretary, Treasurer.	Harrisburg.
M. H. Buehler, General Manager,	Harrisburg.
I. J. Lirch, General Superintendent,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
Francis Jordan,	Harrisburg.
A. R. Shellenberger,	Harrisburg.
H. A. Kelker,	Harrisburg.
Chas. J. Bell,	Washington, D. C.
Wm. H. Beck,	Washington, D. C.
H. S. Huidekoper,	Philadelphia.
C. J. French,	Boston, Mass.

Date of annual meeting for election of directors: The third Wednesday of January.
By whom owned: The Pennsylvania Telephone Company.
By whom operated: The Pennsylvania Telephone Company.
With what other companies consolidated: The Pennsylvania and New Jersey Telephone Company.
Date of consolidation: January 23d, 1886.
The general offices of the company are located at 222 Market street, Harrisburg.
Address corresdondence relating to this report to J. W. Crosman, Jr., Secretary and Treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

On June 13th, 1882, "The Southern Penusylvania Telephone Company" was incorporated for general telepbone purposes in the counties of Lancaster, York, Adams, Dauphin, Cumberland, Franklin, Fulton and Perry, under act of April 29th, 1874, and supplements.

On December 6th, 1882, tbe Court of Common Pleas of Dauphin county, on application of the above named company by formal decree for that purpose, changed its name to "The Pennsylvania Telephone Company."

On November 23d, 1885, "The Pennsylvania and New Jersey Telephone Company" was incorporated, authorizing a general telephone business in the counties of Lebanon, Berks, Schuylkill, Lehigh, Carbon, Monroe and Northampton in the State of Pennsylvania and in the State of New Jersey.

On January 23d, 1886, said "Pennsylvania and New Jersey Telephone Company," by deed made under statutory authority, granted and conveyed all its privileges held under its said charter to the "Pennsylvania Telephone Company," as per deed duly recorded in said county of Dauphin, in deed book T, vol. 6, page 329, etc.

SUMMARY OF PAYMENTS.

For construction of new lines	$9,353 03
For dividends	29,005 62
For miscellaneous	148,334 23
For taxes	6,102 38
Total	$192,795 26
Total amount of surplus fund	$40,342 94

GENERAL BALANCE SHEET.

DR.		CR.	
Perpetual franchise from American Bell Telephone Company	$174,800 00	Capital stock	$599,466 67
Plant	455,029 21	Debt	3,932 63
Material on hand at various exchanges	6,397 27	Reserve	7,387 21
Accounts receivable	8,277 10	Undivided profits	40,342 94
Cash	6,625 87		
Total	$651,129 45	Total	$651,129 45

STOCKS AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 19th, 1893, quarterly at one and one-quarter per cent. (1¼): October 19th, 1893, quarterly at one and one-quarter (1¼) per cent.; January 25th, 1894, quarterly at one and one-quarter (1¼) per cent.: April 16th, 1894, quarterly at one and one-quarter (1¼) per cent.

Paid in dividends: Cash, $29,005.62

IMPORTANT CHANGES DURING THE YEAR.

New Western electric standard switchboards were placed at two of the branches of the Pottsville exchange—viz: at Ashland and Tamaqua.

The exchange plants at Ashland, Mahanoy City and Tamaqua and Mauch Chunk were rebuilt and the rebuilding of York exchange was completed.

The iron gronnded circuit lines between Pottsville, Ashland and Mahanoy City, Allentown and Reading, Allentown and Mauch Chunk, Mahanoy City and Tamaqua, Tamaqua and Hazleton, Reading and Pottstown and Tamaqua and Mauch Chunk were replaced by copper metallic circuits.

PHILADELPHIA LOCAL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Henry Bentley, President	Philadelphia.
W. B. Gill, Vice President, General Maaager	do.
W. P. Wheatland, Secretary, Treasurer, General Superintendent	do.

DIRECTORS.

NAMES.	RESIDENCES.
Henry Bentley,	Philadelphia.
W. P. Wheatland,	Philadelphia.
W. B. Gill,	Philadelphia.
James Merrihew,	New York.
Chas. T. Tinker,	New York.
Thos. T. Eckert,	New York.
Jno. Van Horne,	New York.

Date of annual meeting for election of directors: Third Tuesday in May.

By whom owned: The Philadelphia Local Telegraph Company.

By whom operated: The Philadelphia Local Telegraph Company.

The general offices of the company are located at 107 South Third street, Philadelphia.

Address correspondence relating to this report to W. P. Wheatland, secretary, 107 South Third street, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated by act of the Legislature of Pennsylvania, approved May 10, A. D. 1871, under the title of The Printing Machine Telegraph Company.

The first section of said act of incorporation sets forth and recites among other things as follows: That the corporation, upon the filing of a certificate in the office of the Secretary of the Commonwealth, may change name of said corporation.

At a meeting of the board of directors of The Printing Machine Telegraph Company held in the city of Philadelphia on April 26, 1872, a resolution was offered and unanimously adopted by the board, changing the name of said corporation to that of The Philadelphia Local Telegraph Company and authorizing a certificate to that effect to be deposited and filed in the office of the Secretary of the Commonwealth, which was done April 30, 1872.

Branch offices are established throughout the city of Philadelphia and are connected with the main office by the construction of telegraph lines at this time, which wires with trifling extensions have been maintained up to the present time.

The company furnishes quotations and time service to brokers and others, and maintains private lines to manufacturing firms.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

For one hundred miles or under 20 cents for ten words; each additional word two cents. No wire of greater length than eight miles.

SUMMARY OF PAYMENTS.

Dividends,	$18,000 00
Miscellaneous,	33,803 52
Taxes,	5,395 42
Surplus fund, cash on hand,	3,715 45
Total,	$60,914 39
Total amount of surplus fund, cash on hand,	$3,715 45

GENERAL BALANCE SHEET.

DR.		CR.	
Construction, equipment plant, &c.,	$225,000 00	Capital stock,	$400,000 00
Amount invested in stock of other companies,	178,820 00	Profit and loss,	7,535 45
Cash,	3,715 45		
Total,	$407,535 45	Total,	$407,535 45

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: July 15, 1893, one and one-fourth per cent., October 16, 1893, one and one-fourth per cent.; January 15, 1894, one per cent.; April 16, 1894, one per cent.

Paid in dividends, cash,	$18,000 00
Balance for the year, or surplus, cash,	$3,715 45
Surplus at commencement of the year, cash,	4,695 34
Total surplus, cash,	$3,715 45
Surplus invested as follows:	
Cash,	$3,715 45

PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Joseph S. Harris, President,	Philadelphia.
W. R. Taylor, Secretary,	Philadelphia.
W. A. Church, Treasurer,	Philadelphia.
D. Jones, Comptroller,	Philadelphia.
E. R. Adams, General Superintendent,	Reading, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
A. J. Antelo,	Philadelphia.
John Lowber Welsh,	Philadelphia.
Geo. F. Baer,	Reading, Pa.
James Boyd,	Norristown, Pa.

Date of annual meeting for election of directors: Last Tuesday in June.

By whom owned: Philadelphia, Reading and Pottsville Telegraph Company.

By whom operated: Philadelphia, Reading and Pottsville Telegraph Company.

The general offices of the company are located at Reading Terminal, Philadelphia.

Address correspondence relating to this report to D. Jones, Comptroller, Reading Terminal, Philadelphia.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

NUMBER OF MILES..	Rates for ten words.	Each additional word.
For one hundred miles or under,	15, 20 & 25 cts.	1 & 2 cts.
For one hundred miles and under two hundred miles,	25	2
For two hundred miles and under three hundred miles,	25	2
For three hundred miles and under four hundred miles,	25	2

SUMMARY OF PAYMENTS.

For construction of new lines,	$16,804 81
For maintenance and repairs,	9,953 41
For salaries and wages,	47,653 94
For interest,	12,000 00
For dividends,	3,000 00
For miscellaneous,	6,080 76
For taxes,	1,128 04
Total, not including "construction of new lines," $16,804.81,	$79,816 15

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$231,074 00	Capital stock,	$20,000 00
Equipment,	57,792 85	Debenture bonds,	200,000 00
Material,	2,384 56	Coupons unpaid,	1,000 00
Cash,	949 59	Sundry uncollected dividends,	6,150 00
Sundry debtors,	60,590 94	Sundry creditors,	71,275 20
		Profit and loss,	54,366 74
Total,	$352,791 94	Total,	$352,791 94

STOCK AND DIVIDENDS.

Date and rate per cent. of all cash dividends on stock of original and consolidated companies during the year: November 30, 1893, 15 per cent.

Paid in dividends, cash,	$3,000 00

POSTAL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President	253 Broadway, N. Y. City.
E. C. Platt, Vice President	253 Broadway, N. Y. City.
C. C. Adams, Secretary	Philadelphia.
Theo. L. Cuyler, Jr., Treasurer	253 Broadway, N. Y. City.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	New York City.
Edward C. Platt,	New York City.
Charles C. Adams,	Philadelphia.
George W. Dunn,	Philadelphia.
Wilbur L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February each year.

By whom owned: The stockholders.

By whom operated: Postal Telegraph Cable Company of New York.

The general offices of the company are located at Philadelphia.

Address correspondence relating to this report to T. L. Cuyler, Jr., treasurer, 253 Broadway, New York City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 6, 1882.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words twenty-five cents, within the state; each additional word, two cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Poles, wires and equipment	$35,000 00	Capital stock	$50,000 00

POSTAL TELEGRAPH-CABLE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President	Brooklyn, N. Y.
William H. Baker, Vice President	Brooklyn, N. Y.
George S. Coe, Vice President	New York City.
John O. Stevens, Secretary	Plainfield, N. J.
E. C. Platt, Treasurer	Brooklyn, N. Y.
A. B. Chandler, General Manager	Brooklyn, N. Y.
J. H. Emerick, General Superintendent	Brooklyn, N. Y.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler	Brooklyn, N. Y.
William H. Baker,	Brooklyn, N. Y.
George G. Ward,	Brooklyn, N. Y.
E. C. Platt,	Brooklyn, N. Y.
George L. Coe,	New York City.
John W. Mackay,	New York City.
John W. Mackay, Jr.,	New York City.
John O. Stevens,	Plainfield, N. J.
William C. Van Horne,	Montreal, Canada.
Charles R. Hosmer,	Montreal, Canada.
James W. Ellsworth,	Chicago, Ill.

Date of annual meeting for election of directors: Fourth Tuesday in February.

By whom owned: By the stockholders.

By whom operated: By the company.

The general offices of the company are located at 253 Broadway, New York city.

Address correspondence relating to this report to J. O. Stevens, secretary, 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Incorporated January 25th, 1886.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES WITHIN THE STATE OF PENNSYLVANIA.

NUMBER OF MILES.	Rates for ten words.	Each additional word.
For one hundred miles or under, For one hundred miles and under two hundred miles, For two hundred miles and under three hundred miles, For three hundred miles and under four hundred miles, For four hundred miles and under five hundred miles, Amount of charge per month for use of telephone,	$0.25	$0.02

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$8,600,000 00	Capital stock,	$10,000,000 00
		Floating debt,	3,365,000 00
Total,	.....	Total	.....

POSTAL TELEGRAPH AND CABLE COMPANY, NO. 1.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	253 Broadway, N. Y. City.
E. C. Platt, Vice President,	253 Broadway, N. Y. City.
C. C. Adams, Secretary,	Philadelphia.
Theo. L. Cuyler, Jr., Treasurer,	253 Broadway, N. Y. City.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	253 Broadway, N. Y. City.
E. C. Platt,	253 Broadway, N. Y. City.
C. C. Adams,	Philadelphia.
Geo. W. Dunn,	Philadelphia.
Wilbur L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February.
By whom owned: The stockholders.
By whom operated: Postal Telegraph-Cable Company, of New York.
The general offices of the company are located at Philadelphia.
Address corresponder ce relating to this report to T. L. Cuyler, Jr., 253 Broadway, N. Y. City.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents within the state of Pennsylvania; each additional word, two cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$20,000 00	Capital stock,	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY NO. 2.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	253 Broadway, New York city.
E. C. Platt, Vice President,	253 Broadway, New York city.
C. C. Adams, Secretary,	Philadelphia.
T. L. Cuyler, Jr., Treasurer,	253 Broadway, New York city.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	253 Broadway, New York city.
E. C. Platt,	253 Broadway, New York city.
C. C. Adams,	Philadelphia.
George W. Dunn,	Philadelphia.
W. L. Stanger,	Philadelphia.

Date of annual meeting for election of directors: Third Monday in February.
By whom owned: The stockholders.
By whom operated: Postal Telegraph-Cable Company of New York.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to T. L. Cuyler, Jr., 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized January, 1884.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents within the State of Pennsylvania; for each additional word two cents:

GENERAL BALANCE SHEET.

DR		CR.	
Construction,	$20,000 00	Capital stock,	$20,000 00

POSTAL TELEGRAPH AND CABLE COMPANY NO. 3.

OFFICERS.

NAMES.	RESIDENCES.
A. B. Chandler, President,	253 Br'dw'y, New York.
E. C. Platt, Vice President,	253 Br'dw'y, New York.
C. C. Adams, Secretary,	Philadelphia.
T. D. Cuyler, Jr., Treasurer,	253 Br'dw'y, New York.

DIRECTORS.

NAMES.	RESIDENCES.
A. B. Chandler,	253 Br'dw'y, New York.
E. C. Platt,	253 Br'dw'y, New York.
C. C. Adams,	Philadelphia.
Geo. W. Dunn,	Philadelphia.
W. L. Stanger,	Philadelphia.

Date of annual meeting for election of Directors: Third Monday in February.
By whom owned: The stockholders.
By whom owned: The Postal Telegraph and Cable Company of New York.
The general offices of the company are located at Philadelphia.
Address correspondence relating to this report to T. L. Cuyler, Jr., 253 Broadway, New York city.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized December 1, 1885.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES WITHIN THE STATE OF PENNSYLVANIA.

NUMBER OF MILES.	Rates for ten words	Each additional word.
For one hundred miles or under, For one hundred miles and under two hundred miles, For two hundred miles and under three hundred miles, For three hundred miles and under four hundred miles, For four hundred miles and under five hundred miles,	$0 25	$0 02

GENERAL BALANCE SHEET.

DR.		CR.	
Construction,	$6,000 00	Capital stock,	$5,000 00

ROCKHILL TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Wm. A. Ingham, President,	Philadelphia.
J. E. Haverstick, Secretary, Treasurer,	do.
A. W. Sims, General Manager,	do.

DIRECTORS.

NAMES.	RESIDENCES.
Wm. A. Ingham,	Philadelphia.
Edward Roberts, Jr.,	Philadelphia.
Percival Roberts,	Philadelphia.
George Wood,	Philadelphia.
John Markle,	Jeddo, Pa.
(One vacancy).	

By whom owned: Rockhill Telegraph Company.

By whom operated: East Broad Top Railroad and Coal Company.

The general offices of the company are located at 320 Walnut street, Philadelphia.

Address correspondence relating to this report to J. E. Haverstick, secretary and treasurer.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

Organized under charter dated November 2, 1874.

Constructed by East Broad Top Railroad and Coal Company, who lease and operate the line.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Rates for ten words, twenty-five cents; each additional word, two cents.

GENERAL BALANCE SHEET.

DR.		CR.	
Cash,	$401 66	Capital,	$300 00
		Interest,	101 66
Total,	$401 66	Total,	$401 66

ROYAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
W. P. Logan, President,	826 Drexel Building, Philadelphia.
Wm. McLaughlin, Secretary, Treasurer,	304 Walnut street, Philadelphia.
John F. Moyer. General Manager, General Superintendent,	Steubenville, Ohio.

DIRECTORS.

NAMES.	RESIDENCES.
W. P. Logan,	826 Drexel Building, Philadelphia.
Jno. W. Donnan,	Washington, Pa.
Alvan Donnan,	Washington, Pa.
Chas. W. Campbell,	Washington, Pa.
John F. Moyer,	Steubenville, Ohio.

By whom owned: Royal Gas Company.
By whom operated: Royal Gas Company.
The general offices of the company are located at 826 Drexel Building, Philadelphia.
Address correspondence relating to this report to W. P. Logan, 826 Drexel Building, Philadelphia.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was organized for the purpose of maintaining a single line for the sole use of the Roya Gas Company in its operations, and has been limited to that use ever since its organization. An appropriation of $1,000 was made for construction, which forms the liability to the Royal Gas Company. The cost of maintenance is borne by the Royal Gas Company, it being the only beneficiary.

GENERAL BALANCE SHEET.

DR.		CR.	
Organization expenses,	$177 75	Ten per cent. of authorized stock,	$1,000 00
Cash,	822 25		
Total,	$1,000 00	Total,	$1,000 00

WESTERN UNION TELEGRAPH COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Thos. T. Eckert, President and General Manager,	New York City.
John Van Horn, Vice President,	New York City.
R. C. Clowry, Vice President,	Chicago, Ills.
George J. Gould, Vice President,	New York City.
J. B. Van Every, Acting Vice President and Auditor,	New York City.
A. R. Brewer, Secretary,	New York City.
R. H. Rochester, Treasurer,	New York City.
M. T. Wilbur, Assistant Treasurer,	New York City.
G. H. Fearons, General Attorney,	New York City.
T. F. Clark, Assistant to the President,	New York City.

DIRECTORS.

NAMES.	RESIDENCES.
Thomas T. Eckert,	New York City.
John T. Terry,	New York City.
John Van Horne,	New York City.
Russel Sage,	New York City.
Alonzo B. Cornell,	New York City.
Samuel Sloan,	New York City.
Robert C. Clowry,	Chicago, Ills.
George J. Gould,	New York City.
Edwin Gould,	New York City.
John G. Moore,	New York City.
Percy R. Pyne,	New York City.
Charles Lanier,	New York City.
John Jacob Astor,	New York City.
George Bliss,	New York City.
Sidney Shepard,	New York City.
J. Pierpont Morgan,	New York City.
John Hay,	New York City.
William D. Bishop,	New York City.
P. P. Huntingdon,	New York City.
Geo. B. Roberts,	New York City.
Charles F. Mayer,	New York City.
Chauncey M. Depew,	New York City.
James W. Clendenin,	New York City.
Henry M. Flagler,	New York City.
Henry B. Hyde,	New York City.
W. Murray Crane,	New York City.
Austin Corbin,	New York City.
Oliver Ames, 2d,	New York City.
Louis Fitzgerald,	New York City.
J. B. Van Every,	New York City.

Date of annual meeting for election of directors: Second Wednesday in October.

By whom owned: Western Union Telegraph Company.

By whom operated: Western Union Telegraph Company.

With what other companies consolidated: American Union Telegraph Company; Atlantic and Pacific Telegraph Company.

Date of consolidation: January 19, 1881.

The general offices of the company are located at 195 Broadway, New York City.

Address correspondence relating to this report to Brown & Wells, counsellors at law, 36 Wall street, New York City.

HISTORY OF ORGANIZATION AMD CONSTRUCTION.

The date of the original charter was April 1, 1851, under the title of the New York and Mississippi Valley Printing Telegraph Company.

The name was changed to the Western Union Telegraph Company by act of the legislature, passed April 4, 1856.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES IN THE STATE OF PENNSYLVANIA.

Rates for ten words, twenty-five cents; each additional word, two cents day, one cent night.

SUMMARY OF PAYMENTS.

For interest,	$891,616 25
For dividends,	4,740,063 75
For sinking fund,	39,991 00
For taxes, $418,224.28, included in expenses.	
For surplus fund,	120,813 88
Total,	$5,792,484 88

GENERAL BALANCE SHEET.

DR.		CR.	
Telegraph lines, stocks owned of leased Telegraph companies that are merged in Western Union Company's system, franchises, patents, etc.,	$99,431,566 34	Capital stock,	$94,820 000 00
Stocks in telegraph and telephone companies and other securities,	15,650,429 04	Funded debt,	15,261,134 00
Real estate,	4,979,533 74	Gold and Stock Telegraph Company for stocks of other companies held through lease of that company until 1981,	2,039,200 00
Supplies and material in supply departments,	340,122 44	Sundry accounts payable, etc., including dividend, July 16, 1894,	4,139,724 52
Sundry accounts receivable, etc.,	2,283,571 62	Surplus of income,	8,605,817 57
Cash in treasury and in hands of agents (since remitted to treasury),	1,768,266 30		
Sinking funds for redemption of bonds,	412,386 61		
Total,	$124,865,876 09	Total,	$124,865,876 09

STOCK AND DIVIDENDS

Amount of stock issued as stock dividends, and dates of issue: The present Western Union Telegraph Company treats its business as if its organization had been effected July 1, 1866, the date of the completion of what, up to that time, was the most important consolidation. Since that time its capital stock has been increased to $94,820,000.00 for acquisition of stock, of other telegraph companies and other properties.

Date and rate per cent. of all cash dividends of stock of original and consolidated companies during the year: July 15, 1893, 1½ per cent.; October 16, 1893, 1½ per cent.; January 15, 1894, 1½ per cent.; April 16, 1894, 1½ per cent.

Paid in dividends, casb,	$4,740,063 75
Paid to sinking fund,	$39,991 00
Balance for the year, or surplus,	120,813 88
Surplus at commencement of the year,	8,485,006 69
Total surplus,	$8,605,817 57

WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

OFFICERS.

NAMES.	RESIDENCES.
Hon. H. C. McCormick, President,	Williamsport, Pa.
Benj. G. Welch, Vice President,	Hughesville, Pa.
C. Wm. Woddrop, Secretary,	Hughesville, Pa.
Seth T. McCormick, Treasurer,	Williamsport, Pa.

DIRECTORS.

NAMES.	RESIDENCES.
H. L. Taylor,	Buffalo, N. Y.
Benj. G. Welch,	Hughesville, Pa.
C. Wm. Woddrop,	Hughesville. Pa.
J. S. Bailey,	Hughesville, Pa.

Date of annual meeting for election of directors: First Friday in December of each year.

By whom owned: Williamsport and North Branch Telephone Company.

By whom operted: Williamsport and North Branch Railroad Company.

The general offices of the company are located at Hughesville, Lycoming county. Pa.

Address correspondence relating to this report to Geo. L. Simpson. auditor W. and N. B. R. R. Co., Hughesville, Pa.

HISTORY OF ORGANIZATION AND CONSTRUCTION.

The company was incorporated under the general incorporation laws of the act of April 29, 1874. November, 1882, for the purpose of constructing and operating telephone lines in the borough of Hughesville, Pa., and other points in the counties of Lycoming, Sullivan and Bradford.

TARIFF OF RATES FOR TRANSMISSION OF MESSAGES.

Fifteen cents per message.

TABULATED RESULTS

Compiled from Reports of Railroad Companies.

TABLE A.—STOCKS AND DIVIDENDS.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Dividends declared during year ending June 30, 1894.	
					Rate.	Amount.
Addison and Pennsylvania,	$950,000 00	$766,486 07	7,665	$100 00	.....	.....
Allegheny and Kinzua,	500,000 00	500,000 00	5,000	100 00	.....	.....
Allegheny Valley,	30,000,000 00	26,434,076 40	528,613	50 00	.....	.....
Allentown,	2,000,000 00	1,268,884 47	22,917	50 00	.....	.....
Allentown Terminal,	450,000 00	450,000 00	.....	50 00	5	$22,500 00
Altoona, Clearfield and Northern,	75,000 00	44,050 00	881	50 00	.....	.....
Arnot and Pine Creek,	255,000 00	255,000 00	2,550	100 00	5	12,750 00
Bald Eagle Valley,	2,000,000 00	1,535,000 00	30,700	50 00	10	140,625 00
Baltimore and Cumberland Valley,	76,700 00	76,700 00	1,534	50 00	.....	.....
Baltimore and Cumberland Valley Extension,	270,000 00	270,000 00	.....	50 00	7	18,900 00
Baltimore and Harrisburg,	720,000 00	720,000 00	.....	50 00	5	1,455 00
Baltimore and Harrisburg Western Extension,	250,000 00	240,000 00	.....	50 00	.....	.....
Baltimore and Lehigh,	3,375,000 00	3,375,000 00	33,750	100 00	.....	.....
Baltimore and Philadelphia,	5,000,000 00	4,996,850 00	99,937	50 00	.....	.....
Bangor and Portland,	325,100 00	121,100 00	1,211	100 00	6	7,266 00
Barclay Coal Company's Railroad,	1,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Bear Rock,	25,000 00	20,000 00	400	50 00	.....	.....
Beaver and Elwood,	50,000 00	50,000 00	500	100 00	.....	.....
Bedford and Bridgeport,	600,000 00	600,000 00	12,000	50 00	5	30,000 00
Beech Creek,	6,000,000 00	5,500,000 00	110,000	50 00	4	220,000 00
Bellefonte Central,	500,000 00	500,000 00	10,000	50 00	.....	.....
Berlin,	50,000 00	50,000 00	1,000	50 00	.....	.....
Berlin Branch,	75,000 00	43,195 19	.....	50 00	.....	.....
Bloomsburg Belt,	10,000 00	10,000 00	200	50 00	.....	.....
Bloomsburg and Sullivan,	600,000 00	600,000 00	12,000	50 00	.....	.....
Bradford,	100,000 00	84,000 00	840	100 00	.....	.....
Bradford, Bordell and Kinzua,	250,000 00	.....	.....	.....	.....	.....

Bradford and Western Pennsylvania,	70,000 00	36,000 00	.....	100 00	.....	.....
Brockport and Shawmut,	50,000 00	22,500 00	225	100 00	.....	.....
Brownstone and Middletown,	25,000 00	25,000 00	250	100 00	.....	.....
Buffalo, Bradford and Pittsburgh, a,	2,286,400 00	2,286,400 00	22.864	100 00	.....	.....
Buffalo Rochester and Pittsburgh,	12,000,000 00	12,000,000 00	120.000	100 00	.....	.....
Bustleton,	300,000 00	100,000 00	2,000	50 00	.....	.....
Buffalo and Susquehanna,	2,000,000 00	915,000 00	.....	50 00	.....	.....
Cambria and Clearfield,	2,150,000 00	1,280,550 00	25.611	50 00	.....	.....
Catasauqua and Fogelsville, b.,	426,900 00	426.900 00	17,076	25 00	3	12,807 00
Catawissa, c.,	4,359,500 00	4,359,500 00	87,190	50 00	7	224,000 00
Central Pennsylvania and Western,	5,620,650 00	5,620,650 00	112,413	50 00	.....	.....
Central Railroad Company of Pennsylvania,	1,200,000 00	1,200,000 00	24,000	50 00	.....	.....
Chambersburg and Gettysburg,	200,000 00	200.000 00	2.000	100 00	.....	.....
Chartiers,	800,000 00	645,300 00	12,906	50 00	10	64,530 00
Cherry Grove,	50,000 00	10,000 00	200	50 00	.....	.....
Chester Creek,	272,100 00	272,100 00	5,442	50 00	6	11,100 00
Chester and Delaware River,	40,000 00	40,000 00	800	50 00	.....	.....
Chestnut Hill,	120,650 00	120,650 00	2,413	50 00	12	14.478 00
Clarion River,	120,000 00	120,000 00	1,200	100 00	6	7.200 00
Clearfield and Mohoning,	650,000 00	650,000 00	13,000	50 00	6	39,000 00
Cleveland and Pittsburg,	11,253,500 00	11,247,528 62	.....	50 00	7 and 10	786,925 38
Colebrookdale,	500,000 00	297,215 00	5,922	50 00	.....	.....
Columbia and Port Deposit,	1,800,000 00	1,000,000 00	20,000	50 00	10	100,000 00
Connecting,	1,900,000 00	1,278,300 00	25,556	50 00	6	76,698 00
Cornwall,	400,000 00	400,000 00	4,000	100 00	.....	.....
Cornwall and Lebanon,	800,000 00	800,000 00	16,000	50 00	2	16,000 00
Confluence and Oakland,	200,000 00	200,000 00	4,000	50 00	.....	.....
Coudersport and Pine Creek,	150,000 00	51,500 00	515	100 00	12	6.180 00
Coudersport and Port Allegheny,	200,000 00	200.000 00	200	100 00	8	16.000 00
Cresson, Clearfield County and New York Short Route.	1,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Cumberland Valley.	2,000,000 00	1,777,850 00	35,557	50 00	8	142,228 00
Delaware and Hudson Canal Company's Railroad,	30,000,000 00	30,000,000 00	300,000	100 00	7	2,100,000 00
Delaware, Lackawanna and Western, d.,	26,200,000 00	26,200,000 00	524.000	50 00	7	1,834,000 00
Delaware, Susquehanna and Schuylkill,	1,500,000 00	1,500,000 00	10,000	50 00	.....	700.000 00
Dillsburg and Mechanicsburg,	400,000 00	89.800 00	1,796	50 00	.....	.....
Downingtown and Lancaster,	500,000 00	405,650 00	8.113	50 00	.....	.....

a. Stock "authorized "not being given, the amount "outstanding" is inserted.
b. Stock "authorized" being unlimited, the amount outstanding is inserted.
c. On preferred stock.
d. Not to exceed amount expended for construction, and amount out standing" is therefore given as amount "authorized."

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Dividends declared during year ending June 30, 1894.	
					Rate.	Amount.
Dunkirk, Allegheny Valley and Pittsburgh,	$1,300,000 00	$1,300,000 00	13,000	$100 00	.....	.....
East Broad Top,	1,000,000 00	815,589 43	16,303	50 00	.....	.....
East Mahanoy,	500,000 00	497,750 00	9,955	50 00	.....	$28,869 50
East Pennsylvania, e.,	1,730,450 00	1,730,450 00	34,609	50 00	6	103,827 00
Easton and Northern,	200,000 00	200,000 00	4,000	50 00	.....	.....
Elmira and Williamsport,	1,000,000 00	1,000,000 00	20,000	50 00	.....	54,800 00
Ellwood Connecting,	50,000 00	50,000 00	1,000	50 00	.....	.....
Ellwood Short Line,	300,000 00	300,000 00	3,000	100 00	.....	.....
Emporium and Rich Valley,	100,000 00	100,000 00	1,000	100 00	.....	.....
Engleside,	50,000 00	30,000 00	600	50 00	.....	.....
Erie and Pittsburgh,	2,500,000 00	1,998,400 00	39,968	50 00	7	139,888 00
Erie and Wyoming Valley,	3,000,000 00	1,500,000 00	30,000	50 00	.....	.....
Falls Brook,	5,000,000 00	5,000,000 00	100,000	50 00	C.-6 P.-7	305,000 00
Fairmount, Morgantown and Pittsburgh,	3,000,000 00	3,000,000 00	60,000	50 00	.....	.....
Falls Creek,	30,000 00	30,000 00	300	100 00	6	1,800 00
Fayette County,	1,500,000 00	107,400 00	2,148	50 00	8	8,592 00
Gettysburg and Harrisburg,	600,000 00	600,000 00	12,000	50 00	.....	.....
Greenlick,	50,000 00	45,000 00	900	50 00	.....	.....
Hanover and York,	325,000 00	325,000 00	6,500	50 00	.....	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	2,500,000 00	1,182,550 00	23,651	50 00	7	82,778 50
Huntingdon and Broad Top Mountain,	3,550,000 00	3,371,750 00	.....	50 00	.....	208,587 50
Hunter's Run and Slate Belt,	100,000 00	11,500 00	.....	50 00	.....	.....
Ironton,	200,000 00	200,000 00	.....	50 00	6	12,000 00
Jamestown and Franklin,	1,000,000 00	607,243 00	.....	50 00	.....	.....
Jefferson,	2,096,050 00	2,096,050 00	41,921	50 00	.....	.....
Johnsonburg,	300,000 00	200,000 00	4,000	50 00	.....	.....
Johnsonburg and Bradford,	420,000 00	420,000 00	8,400	50 00	.....	.....

Junction,	250,000 00	250,000 00	5,000	50 00	15	37,500 00
Kendall and Eldred,	150,000 00	90,000 00	900	100 00	.....	.....
Kensington and Tacony,	400,000 00	334,500 00	6,691	50 00	.....	.....
Kinzua,	100,000 00	84,000 00	840	100 00	.....	.....
Kinzua Creek and Kane,	120,000 00	65,600 00	656	100 00	.....	.....
Kinzua Hemlock,	140,000 00	112,100 00	2,242	50 00	.....	.....
Kinzua Valley,	140,000 00	105,000 00	1,050	100 00	.....	.....
Kishacoquillas Valley,	100,000 00	68,500 00	2,740	.....	.....	.....
Lackawanna and Montrose,	150,000 00	130,500 00	2,610	50 00	.....	.....
Lancaster, Oxford and Southern,	500,000 00	100,000 00	2,000	50 00	.....	.....
Lake Shore and Michigan Southern,	50,000,000 00	50,000,000 00	500,000	100 00	c.-6, g.-10	3,021,840 00
Lehigh and Lackawanna,	1,000,000 00	370,500 00	7,410	50 00	.....	.....
Lehigh and Susquehanna, f.,	15,187,790 60	15,187,790 60	.....	.....	.....	.....
Lehigh Valley, g.,	40,441,310 00	40,441,310 00	808,822	50 00	c-1¼ p-5	509,500 00
Lewisburg and Tyrone,	1,200,000 00	1,200,000 00	24,000	50 00	.....	.....
Ligonier Valley,	160,000 00	160,000 00	.....	50 00	.....	.....
Little Saw Mill Run,	250,000 00	144,375 00	2,976	50 00	2	2,887 50
Little Schuylkill Navigation, *	2,487,850 00	2,487,850 00	.....	50 00	7	174,149 50
Loyalsock,	300,000 00	300,000 00	6,000	50 00	.....	.....
Lykens Valley,	800,000 00	600,000 00	.....	.....	10	60,000 00
McKean and Buffalo,	400,000 00	400,000 00	8,000	50 00	.....	.....
McKeesport and Bessemer,	100,000 00	100,000 00	2,000	50 00	.....	.....
McKeesport Connecting,	40,000 00	40,000 00	400	100 00	50	20,000 00
Mahoning Valley,	45,000 00	45,000 00	450	100 00	.....	.....
Mapleton and Rocky Ridge,	10,000 00	10,000 00	200	50 00	.....	.....
Martin's Creek,	40,000 00	30,000 00	400	100 00	.....	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	200,000 00	4,000	50 00	.....	.....
Middletown and Hummelstown,	175,000 00	175,000 00	3,500	50 00	.....	.....
Mifflin and Centre County,	1,000,000 00	167,775 00	3,355	50 00	.....	.....
Mill Creek and Mine Hill,	323,375 00	323,375 00	12,935	25 00	10	32,337 50
Mine Hill and Schuylkill Haven,*	4,210,200 00	4,210,200 00	84,204	50 00	7½	315,765 00
Monongahela Connecting,	500,000 00	450,000 00	4,500	100 00	3	13,500 00
Monongahela River and Street Run,	100,000 00	50,000 00	1,000	50 00	.....	.....

e. Stock "authorized" being unlimited, the amount outstanding is inserted.

*This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

f. Stock "authorized" being unlimited, the amount "outstanding is inserted.

g. The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore the amount of cost of road and equipment is inserted as representing its capital stock, "authorized and outstanding."

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Dividends declared during year ending June 30, 1894.	
					Rate.	Amount.
Mont Alto,	$500,000 00	$110,200 00	4,400	$25 00	.....	.....
Montour,	100,000 00	100,000 00	2,000	50 00	.....	.....
Montrose,	500,000 00	304,900 00	6,098	50 00	.....	.....
Mount Carbon and Port Carbon,	282,350 00	282,350 00	5,647	50 00	.....	$32,752 60
Mount Carmel and Natalie,	175,000 00	175,000 00	3,500	50 00	.....	.....
Mount Jewitt, Kinzua and Riterville,	80,000 00	80,000 00	1,600	50 00	.....	.....
Mount Jewett and Smethport,	150,000 00	150,000 00	1,500	100 00	.....	.....
Mount Penn Gravity,	100,000 00	100,000 00	2,000	50 00	.....	.....
Mount Pleasant and Broadford,	1,000,000 00	150,500 00	3,010	50 00	.....	.....
Nescopec,	1,350,000 00	259,000 00	5,180	50 00	.....	.....
Nesquehoning Valley,	2,000,000 00	1,418,600 00	28,372	50 00	5	70,930 00
Neversink Mountain,	100,000 00	100,000 00	2,000	50 00	.....	.....
New Castle and Beaver Valley,	700,000 00	700,000 00	14,000	50 00	6	42,000 00
New Castle and Butler,	20,000 00	20,000 00	400	50 00	.....	.....
New Castle and Shenango Valley,	300,000 00	292,450 00	5,849	50 00	.....	.....
New Haven and Dunbar,	40,000 00	8,000 00	160	50 00	.....	.....
Newport and Sherman's Valley,	180,000 00	130,395 00	2,608	50 00	.....	.....
New York, Lake Erie and Western,	86,536,900 00	86,373,600 00	863,736	100 00	.....	.....
New York, Lake Erie and Western Coal,	500,000 00	500,000 00	5,000	100 00	.....	.....
New York, Lackawanna and Western,	60,000 00	12,000 00	240	50 00	.....	.....
New York, Chicago and St. Louis,	30,000,000 00	30,000,000 00	300,000	100 00	1st p. 4	200,000 00
New York and North Pennsylvania,	180,000 00	50,000 00	500	100 00	.....	.....
New York, Pennsylvania and Ohio,	45,000,000 00	44,999,350 00	899,987	50 00	.....	.....
New York, Susquehanna and Western,	26,000,000 00	26,000,000 00	260,000	100 00	.....	120,000 00
Nittany Valley	75,000 00	75,000 00	1,500	50 00	.....	.....
North Bend and Kettle Creek,	150,000 00	75,000 00	1,500	50 00	.....	.....
Northern Central,	8,000,000 00	7,518,150 00	150,363	50 00	7	526,267 00

40-9-94

North East Pennsylvania,	400,000 00	400,000 00	8,000	50 00	.....	.....
North Pennsylvania,	6,000,000 00	4,720,750 00	94,415	50 00	8	377,660 00
North and West Branch,	1,500,000 00	1,500,000 00	30,000	50 00	9	135,000 00
Ohio and Baltimore Short Line,	1,060,000 00	290,000 00	5,800	50 00	.....	.....
Ohio Connecting,	1,000,000 00	660,000 00	13,200	50 00	5	33,000 00
Olean, Bradford and Warren,	300,000 00	300,000 00	3,000	100 00	.....	.....
Oregon and Texas,	80,000 00	26,000 00	520	50 00	.....	.....
Pennsylvania,	151,700,000 00	129,294,400 00	2,585,888	50 00	5	6,463,370 00
Pennsylvania Company,	21,000,000 00	21,000,000 00	420,000	50 00	4	840,000 00
Pennsylvania and New York Canal and Railroad,	1,061,700 00	1,061,700 00	21,234	50 00	.....	.....
Pennsylvania, Poughkeepsie and Boston,	3,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Pennsylvania Schuylkill Valley,	10,200,000 00	7,117,450 00	142,349	50 00	.....	.....
Pennsylvania and Northwestern,	2,500,000 00	2,250,000 00	45,000	50 00	2	45,000 00
Penn Gas Coal Company's Railroad, h.,	377,887 24	377,887 24	.....	.....	.....	.....
People's,*	250,000 00	250,000 00	5,000	50 00	7	17,500 00
Perkiomen,	50,000 00	38,040 00	768	50 00	.....	.....
Perry County,	200,00 00	200,000 00	.....	50 00	.....	.....
Philadelphia and Baltimore Central,	2,500,000 00	2,499,273 90	49,943	50 00	.....	.....
Philadelphia Belt Line,	200,000 00	200,000 00	4,000	50 00	.....	.....
Philadelphia and Chester Valley,	755,100 00	755,100 00	15,102	50 00	.....	.....
Philadelphia and Erie,	12,400,000 00	10,385,000 00	207,700	50 00	c.-2, p.-7	327,700 00
Philadelphia, Germantown and Chestnut Hill,	1,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Philadelphia, Germantown and Norristown,	2,500,000 00	2,246,900 00	44,938	50 00	11½	258,393 50
Philadelphia, Harrisburg and Pittsburg,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Philadelphia, Newtown and New York,	1,600,000 00	1,600,000 00	32,000	50 00	.....	.....
Philadelphia and Reading,*	40,141,361 78	40,141,361 78	802,827	50 00	.....	.....
Philadelphia and Reading Terminal,	8,500,000 00	8,500,000 00	170,000	50 00	.....	.....
Philadelphia and Trenton,	2,000,000 00	1,259,100 00	12,591	100 00	10	49,410 00
Philadelphia, Wilmington and Baltimore,*	11,819,350 00	11,819,350 00	236,387	50 00	7	827,354 50
Pickering Valley,	100,000 00	95,655 00	1,846	50 00	.....	.....
Pine Creek,	4,000,000 00	1,000,000 00	20,000	50 00	.....	.....
Pittsburgh and Castle Shannon,	481,400 00	481,400 00	9,628	50 00	.....	.....
Pittsburgh, Chartiers and Youghiogheny,	1,000,000 00	700,000 00	14,000	50 00	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	120,500,000 00	47,847,541 04	468,780	100 00	p.-4	909,312 00
Pittsburgh and Connellsville,	5,000,000 00	1,956,091 05	38,888	50 00	.....	.....
Pittsburgh Fort Wayne and Chicago,	36,681,485 71	36,681,485 71	366,814	100 00	7	2,567,700 50
Pittsburgh Junction,	1,940,000 00	1,940,000 00	38,800	50 00	.....	156,374 40
Pittsburgh and Lake Erie,	4,000,000 00	4,000,000 00	80,000	50 00	10	400,000 00

h. This company reports no capital stock, bonded or floating indebtedness, therefore, the cost of road and equipment is inserted as representing capital stock "authorized" and "outstanding."

*Stock "authorized" being unlimited the amount "outstanding" is inserted.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Dividends declared during year ending June 30, 1894.	
					Rate.	Amount.
Pittsburgh, Marion and Chicago,	$7,500,000 00	$500,000 00	10,000	$50 00	.....	.....
Pittsburgh, McKeesport and Youghiogheny,	4,000,000 00	3,959,650 00	79,193	50 00	6	$237,579 00
Pittsburgh and Moon Run,	100,000 00	100,000 00	1,000	100 00	.....	.....
Pittsburgh and Northern,	150,000 00	150,000 00	3,000	50 00	.....	.....
Pittsburgh, Shenango and Lake Erie,	4,800,000 00	4,800,000 00	96,000	50 00	.....	.....
Pittsburgh, Virginia and Charleston,	2,300,000 00	2,025,000 00	40,500	50 00	3	60,745 50
Pittsburgh and Western,	13,500,000 00	13,500,000 00	270,000	50 00	.....	.....
Pittsburgh, Youngstown and Ashtabula,	4,000,000 00	3,033,341 58	60,666	50 00	c.-6, p.-7	198,737 00
Plymouth,	30,000 00	12,050 00	241	50 00	.....	.....
Pomeroy and Newark,	500,000 00	500,000 00	10,000	50 00	.....	.....
Reading and Columbia, i.,	958,373 09	958,373 09	19,144	50 00	.....	.....
Reading, Marietta and Hanover,	250,000 00	250,000 00	5,000	50 00	.....	.....
Reynoldsville and Falls Creek,	300,000 00	170,000 00	3,400	50 00	6	10,200 00
Ridgway and Clearfield,	1,000,000 00	491,000 00	9,820	50 00	10	49,100 00
River Front,	300,000 00	300,000 00	6,000	50 00	.....	12,200 00
Rochester, Beaver Falls and Western,	150,000 00	75,000 00	750	100 00	.....	.....
Rupert and Bloomsburg,	50,000 00	50,000 00	1,000	50 00	.....	.....
Salisbury,	200,000 00	117,987 50	2,359	50 00	.....	.....
Schuylkill and Lehigh,	50,000 00	50,000 00	1,000	50 00	.....	.....
Schuylkill River, East Side,	4,500,000 00	4,500 000 00	90,000	50 00	.....	.....
Schuylkill and Lehigh Valley,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Schuylkill Valley Navigation Railroad,	576,050 00	576,050 00	11,521	50 00	5	28,802 50
Shamokin, Sunbury and Lewisburg,	2,000,000 00	2,000,000 00	40,000	50 00	.....	.....
Shamokin Valley and Pottsville,	1,500,000 00	869,450 00	17,389	50 00	6	52,167 00
Sharon,	500,000 00	453,350 00	.....	50 00	6	27,201 00
Sharpsville,	350,000 00	350,000 00	7,000	50 00	.....	.....
Sheffield and Spring Creek,	100,000 00	12,000 00	120	100 00	.....	.....

Sinnemahoning Valley, j.,						
Slackwater Connecting,	10,000 00	10,000 00	100	100 00		
Slate Run,	160,000 00	81,000 00	1,600	100 00		
Somerset and Cambria,	1,000,000 00	1,000,000 00	20,000	50 00		
South Chester,	250,000 00	100,000 00	5,000	50 00		
South Easton and Philipsburg,	75,000 00	75,000 00		50 00		
South Fork,	210,000 00	28,000 00	560	50 00		
Southwest Pennsylvania,	3,000,000 00	1,499,900 00	29,998	50 00	10	149,900 00
Southern Pennsylvania Railway and Mining Company,	800,000 00	800,000 00	16,000	50 00		
St. Mary's and Southwestern,	300,000 00					
State Line and Sullivan,	1,000,000 00	980,250 00	20,000	50 00		
Stewartstown,	100,000 00	70,000 00	1,400	50 00	5	3,500 00
Stony Creek,	200,000 00	176,100 00	3,522	50 00		
Sunbury, Hazleton and Wilkes-Barre,	1,000,000 00	1,000,000 00	20,000	50 00	10	100,000 00
Sunbury and Lewistown,	600,000 00	600,000 00	12,000	50 00	18	108,000 00
Susquehanna and Buffalo,	180,000,00	36,000 00	2,880	50 00		
Susquehanna and Clearfield,	1,000,000 00	286,000 00	5,720	50 00		
Sugar Run,	120,000 00	50,000 00	500	100 00		
Tamaqua, Hazleton and Northern,	300,000 00	300,000 00	6,000	50 00		
Tiadaghton and Fahnastalk,	60,000 00	59,450 00	1,189	50 00		
Tioga,*	580,900 00	580,900 00		50 00		
Tionesta Valley,	100,000 00	100,000 00	2,000	50 00		
Tipton,	50,000 00	43,250 00	865	50 00		
Trenton Cut-off,	1,000,000 00	100,000 00	2,000	50 00		
Tresckow,	250,000 00	130,000 00	2,600	50 00		
Tuscarora Valley,	300,000 00	180,000 00	3,600	50 00		
Tyrone and Clearfield,	1,000,000 00	1,000,000 00	20,000	50 00	5	50,000 00
Ursina and North Fork,	20,000 00			50 00		
Waynesburg and Washington,	270,000 00	101,854 97	1,962	50 00		
West Chester,	165,000 00	165,000 00	3,300	50 00	5	8,250 00
Western Maryland,	1,324,000 00	1,008,950 00		50 00		
Western New York and Pennsylvania,	30,000,000 00	30,000,000 00	300,000	100 00		
Western Pennsylvania,	4,000,000 00	1,775,000 00	35,500	50 00	9	159,750 00
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	110,000	50 00		
Wilcox,	50,000 00	25,000 00	500	50 00		
Wilcox and Rocky Run,	25,000 00	25,000 00	250	100 00		
Wilkes-Barre and Eastern,	3,000,000 00	3,000,000 00	60,000	50 00		

*Stock "authorized" being unlimited the amount "outstanding" is inserted.

j. The Sinnemahoning Valley Railroad was consolidated September 25, 1893, with the Buffalo and Susquehanna Railroad. The Sinnemahoning Valley Railroad company's figures are compiled with those of the Buffalo and Susquehanna Railroad.

TABLE A—STOCKS AND DIVIDENDS—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock outstanding.	Number of shares issued.	Par value of each share.	Dividends declared during year ending June 30, 1894.	
					Rate.	Amount.
Wilkes-Barre and Harvey's Lake,	$150,000 00	$150,000 00	3,000	$50 00	.....	.....
Wilkes-Barre and Seranton,	500,000 00	500,000 00	10,000	50 00	5	$25,000 00
Williamsport and North Branch,	2,300,000 00	1,225,362 00	24,479	50 00	.....	.....
Williams Valley,	120,000 00	90,000 00	.....	50 00	.....	.....
Wilmington and Northern,	1,500,000 00	1,278,050 00	25,561	50 00	.....	.....
Wind Gap and Delaware,	300,000 00	100,000 00	2,000	50 00	.....	.....
Youghiogheny, Northern,	400,000 00	400,000 00	8,000	50 00	8½	34,000 00
Youghiogheny and Wick Haven,	18,000 00	18,000 00	360	50 00	.....	.....
Total,	$1,099,303,383 42	$944,670,893 64	.....	.....	.....	$21,452,710 88

TABLE B—DEBT AND INTEREST.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Addison and Pennsylvania,	$378,706 22	$279,566 33	$658,272 55	$12,436 63	$14,992 70	4 and 5
Allegheny and Kinzua,	285,000 00	2,024 85	287,024 85	4,032 85	.....	.....
Allegheny Valley,	16,890,907 29	686,751 90	17,577,659 19	341,066 14	1,126,883 15	4, 5 and 7
Allentown,	.....	12,745 37	12,745 37	23,202 42	.....	.....
Allentown Terminal,	450,000 00	92,006 00	542,006 00	10,761 60	18,000 00	4
Altoona, Clearfield and Northern,	34,479 14	62,416 00	96,895 14	5 00	1,572 00	6
Bald Eagle Valley,	344,000 00	36 05	344,036 05	413,661 35	21,036 00	6
Baltimore and Cumberland Valley,	72,800 00	.....	72,800 00	.....	4,368 00	6
Baltimore and Cumberland Valley Extension,	230,000 00	.....	230,000 00	.....	13,800 00	6
Baltimore and Harrisburg,	690,000 00	.....	690,000 00	54,842 81	36,120 00	5 and 6
Baltimore and Harrisburg Western Extension,	240,000 00	.....	240,000 00	.....	12,000 00	5
Baltimore and Lehigh,	2,000 00	10,096 01	12,096 01	12,979 96	.....	.....
Baltimore and Philadelphia,	4,840,000 00	2,380,853 36	7,220,853 36	.....	217,800 00	4½
Bangor and Portland,	320,000 00	.....	320,000 00	346 76	19,200 00	6
Barclay Coal Company's Railroad,	76,000 00	6,000 00	82,000 00	39,144 66	3,800 00	5
Bear Rock,	.....	5,610 37	5,610 37	500 00	.....	.....
Beaver and Elwood,	50,000 00	60,542 14	110,542 14	3,236 47	2,500 00	5
Bedford and Bridgeport,	1,700,000 00	435 60	1,700,435 60	36,085 38	85,000 00	5
Beech Creek,	5,500,000 00	588,196 14	6,088,196 14	343,075 12	218,750 00	4 and 5
Bellefonte Central,	30,000 00	36,374 59	66,374 49	.....	750 00	5
Berlin,	.....	78,985 38	78,985 38	.....	.....	.....
Berlin Branch,	42,900 00	25,693 67	68,593 67	525 03	2,574 00	6
Bloomsburg Belt,	.....	5,059 24	5,059 24	.....	.....	.....
Bloomsburg and Sullivan,	599,000 00	.....	599,000 00	.....	29,950 00	5

TABLE B—DEBT AND INTEREST.—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and Current Liabilities.	Current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Bradford, Bordell and Kinzua,	.....	$8,174 51	$8,174 51	$5,609 89	.....	.....
Bradford, and Western Pennsylvania,..	.....	10,215 15	10,215 15	522 50	.....	.....
Brownstone and Middletown,	.....	895 58	895 58	241 72	.....	.....
Buffalo, Bradford and Pittsburgh,	580,000 00	.....	580,000 00	.....	$40,600 00	7
Buffalo, Rochester and Pittsburgh,.....	10,893,500 00	996,685 30	11,890,185 30	1,034,710 53	594,367 72	5, 6 and 7
Bustleton,	.....	25,770 87	25,770 87	.....	.....	.....
Buffalo and Susquehanna,	777,500 00	1,201 01	778,701 01	20,072 71	19,831 25	5
Cambria and Clearfield,	1,279,000 00	33,351 32	1,312,351 32	36,353 37	61,325 00	5
Catasauqua and Fogelsville,	135,000 00	59,649 65	194,649 65	72,023 08	6,750 00	5
Catawissa,	1,617,000 00	.....	1,617,000 00	.....	.....	.....
Central Pennsylvania and Western,....	620,000 00	62,000 00	682,000 00	523 70	31,000 00	5
Chambersburg and Gettysburg,	.....	7,905 36	7,905 36	68 66	.....	.....
Chartiers,	500,000 00	6,798 50	506,798 50	95,691 65	35,000 00	7
Cherry Grove,	.....	10,000 00	10,000 00	.....	.....	.....
Chester Creek,	185,000 00	11,341 50	196,341 50	11,341 50	11,000 00	6
Chester and Delaware River,	22,300 00	314,470 58	336,770 58	.....	712 00	various.
Chestnut Hill,	.....	243 00	243 00	243 00	.....	.....
Clarion River,	.....	16,000 00	16,000 00	3,738 29	.....	.....
Clearfield and Mahoning,	650,000 00	44,478 63	694,478 63	.....	32,500 00	5
Cleveland and Pittsburgh,	7,984,500 00	352,478 88	8,336,978 88	359,570 87	330,890 00	4½ and 7
Colebrookdale,	600,000 00	372,750 21	972,750 21	11,447 25	36,000 00	6
Columbia and Port Deposit,	1,800,000 00	970 00	1,800,970 00	231,075 16	72,000 00	4
Connecting,	991,000 00	1,116,488 46	2,107,488 46	4,137 45	59,460 00	6
Cornwall,	.....	20,000 00	20,000 00	31,612 79	.....	.....
Cornwall and Lebanon,	800,000 00	34,360 62	834,360 62	31,526 33	40,000 00	5
Confluence and Oakland,	200,000 00	65,678 74	265,678 74	.....	10,000 00	5

Coudersport and Port Allegheny,	75,000 00		75,000 00		4,450 00	6
Cresson, Clearfield County and New York Short Route,	750,000 00	209,420 30	959,420 30	57,164 07	45,000 00	6
Cumberland Valley,	270,500 00	106,842 19	377,342 19	327,473 34	21,640 00	8
Delaware and Hudson Canal Company's Railroad,	9,829,000 00	3,620,658 74	13,449,658 74	12,020,357 45	688,030 00	7
Delaware, Lackawanna and Western,	3,067,000 00	6,947,328 28	10,014,328 28	9,848,205 38	214,690 00	7
Delaware, Susquehanna and Schuylkill,	600,000 00	187,374 78	787,374 78	777,294 95	9,000 00	6
Dillsburg and Mechanicsburg,	100,000 00	16,666 45	116,666 45	100 00	6,000 00	6
Downingtown and Lancaster,	300,000 00	172,613 30	472,613 30		12,000 00	4
Dunkirk, Allegheny Valley and Pittsburgh,	2,900,000 00	298,391 89	3,198,391 89	23,385 27		
East Broad Top,	542,888 88	208,421 49	751,310 37	173,233 29	22,573 33	4 and 6
East Mahanoy,		21,655 32	21,655 32	21,612 64		
East Pennsylvania,	495,000 00	45 89	495,045 89		19,800 00	4
Easton and Northern,		78,920 46	78,920 46	95 06		
Elmira and Williamsport,	1,570,000 00	30,095 00	1,600,095 00	38,452 82	88,500 00	5 and 6
Elwood Connecting,		12,588 84	12,588 84			
Elwood Short Line,	300,000 00	103,928 74	403,928 74	4,477 50	15,000 00	5
Emporium and Rich Valley,		20,913 73	20,913 73	798 82		
Engleside,				17,526 33		
Erie and Pittsburgh,	3,395,200 00	11,795 19	3,406,995 19	14,603 81	214,400 00	4 and 7
Erie and Wyoming Valley,	3,000,000 00	664,280 16	3,664,280 16	106,307 83	180,000 00	6
Falls Brook,	530,000 00	709,429 83	1,239,429 83	1,097,969 32	40,800 00	6
Fairmount, Morgantown and Pittsburgh,	3,000,000 00	90,918 20	3,090,918 20		112,500 00	4½
Falls Creek,		4,564 58	4,564 58	8,059 88		
Fayette County,		158 65	158 65			
Gettysburg and Harrisburg,	569,000 00	143,651 73	712,651 73	470 42	31 990	5 and 6
Greenlick,				78 60		
Hanover and York,	150,000 00	8,897 50	158,897 50	1,173 79	7,500 00	5
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	700,000 00	58,337 50	758,337 50	61,185 33	28,000 00	4
Huntingdon and Broad Top Mountain,	3,124,500 00	78,416 61	3,202,916 61	135,632 54	163,770 00	4, 5 and
Hunter's Run and Slate Belt,	55,432 68	415 33	55,848 01			
Ironton,		5,451 15	5,441 15	102,098 01		
Jamestown and Franklin,	780,000 00	1,208,342 72	1,988,342 72	8,473 30	42,700 00	7
Jefferson,	3,100,000 00		3,100,000 00			
Johnsonburg,	200,000 00	24,000 00	224,000 00	3,991 57	12,000 00	6
Johnsonburg and Bradford,	420,000 00	77,554 73	497,554 73			
Junction,	725,000 00	41,876 58	766,876 58	56,553 37	37,125 00	4½ and 6

TABLE B--DEBT AND INTEREST—CONTINUED.

NAME OF COMPANY.	Total Amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
Kensington and Tacony,	.....	$7,340 61	$7,240 61	$212 33	.....	.....
Kinzua Creek and Kane,	$10,000 00	3,990 38	13,990 38	220 36	$84,438 00	7
Kinzua Hemlock,	.....	23,629 02	23,629 02	.....	.....	.....
Kinzua Valley,	.....	5,255 24	5,255 24	2,558 38	.....	.....
Kishacoquillas Valley,	3,300 00	.....	3,300 00	.....	82 00	5
Lackawanna and Montrose,	.....	4,387 45	4,387 45	48 32	.....	.....
Lancaster, Oxford and Southern,	.....	1,453 48	1,453 48	1,505 81	.....	.....
Lake Shore and Michigan Southern,	45,016,000 00	2,906,352 32	47,922,352 32	5,466,511 34	3,162,338 00	5 and 7
Lehigh and Lackawanna,	600,000 00	.....	600,000 00	.....	42,000 00	7
Lehigh Valley,	33,929,000 00	5,655,625 79	39,584,625 79	6,326,371 44	1,980,300 00	4½, 6 and 7
Lewisburg and Tyrone,	.....	294,174 65	294,174 65	12,311 24	.....	.....
Ligonier Valley,	75,000 00	1,009 90	76,009 90	2,771 40	3,750 00	5
Little Saw Mill Run,	145,500 00	.....	145,500 00	13,145 98	9,027 18	6
Little Schuylkill Navigation,	.....	20,003 94	20,003 94	66,220 18	.....	.....
Loyalsock,	.....	146,048 52	146,048 52	.....	.....	.....
Lykens Valley,	.....	.....	.....	843 25	.....	.....
McKeesport and Bessemer,	.....	585,283 75	585,283 75	107,429 79	.....	.....
McKeesport Connecting,	.....	15,808 70	15,850 70	14,434 59	.....	.....
Mahoning Valley,	56,000 00	166,535 64	222,535 64	5,051 82	3,200 00	.....
Meadville, Conneaut Lake and Linesville,	200,000 00	.....	200,000 00	.....	8,000 00	4
Middletown and Hummelstown,	.....	48,751 84	48,751 84	75,000 00	.....	.....
Mifflin and Centre County,	200,000 00	30,503 50	230,503 50	18,120 34	12,000 00	6
Mill Creek and Mine Hill,	.....	577 50	577 50	18,524 79	.....	.....
Mine Hill and Schuylkill Haven,	.....	2,131 13	2,131 13	16,733 96	.....	.....
Monongahela Connecting,	200,000 00	14,537 70	214,537 70	39,440 71	12,000 00	6

Monongahela River and Street's Run,..	.....	479 79	479 79	626 32	.....	.....
Mont Alto, ...	125,000 00	144,955 81	269,955 81	9,010 72	7,500 00	6
Montour, ...	100,000 00	386 97	100,386 97	108 80	.....	.....
Montrose, ...	.....	711 10	711 10	7,375 73	.....	.....
Mount Carmel and Natalie, ...	175,000 00	101,595 39	276,595 39	402,031 25	.....	.....
Mount Carbon and Port Carbon, ...	.....	1,375 94	1,375 94	2,074 56	.....	.....
Mount Jewett, Kinzua and Riterville,..	80,000 00	22,082 17	102.082 17	48,089 19	4,800 00	6
Mount Jewett and Smethport, ...	.....	1,583 45	1,583 45	3,423 61	.....	.....
Mount Penn Gravity, ...	100,000 00	1,800 00	101,800 00	1,579 69	4,330 92	6
Mount Pleasant and Broadford, ...	.....	.....	.....	627,415 68	.....	.....
Nescopec, ...	200,000 00	83,837 07	283,837 07	.....	10,000 00	5
Nesquehoning Valley, ...	.....	1,756 35	1,756 35	1,110 63	.....	.....
Neversink Mountain, ...	59,000 00	163,319 99	222,319 99	2,382 18	1,354 81	5½
New Castle and Beaver Valley, ...	.....	1,966 49	1,966 49	118,258 82	.....	.....
New Castle and Shenango Valley,.....	250,000 00	14.421 45	264,421 45	4 96	15,000 00	6
New Haven and Dunbar, ...	.....	10,020 67	10,020 67	13,144 33	.....	.....
Newport and Sherman's Valley.....	125,000 00	7,574 22	132,574 22	4,335 80	6,250 00	5
New York, Lake Erie and Western,....	82,977,414 87	3,329,607 10	86,307,021 97	2,768,150 88	4,943,716 78	4, 5½, 5, 6 and 7
New York, Lake Erie and Western Coal.	3,000,000 00	.....	3,000,000 00	.....	.....	.....
New York. Chicago and St. Louis,.....	19,425,000 00	696,080 94	20,121,080 94	1,032,938 40	778,000 00	4
New York and North Pennsylvania, ..	50,000 00	7.624 82	57,624 82	.....	3,000 00	6
New York, Pennsylvania and Ohio,....	121,482,173 25	490,616 19	121,972,789 44	1,611,614 20	3,584,185 00	5, 6 and 7
New York, Susquehanna and Western,	11,386,000 00	1,327,532 56	12,713,532 56	1,188,775 32	590,023 32	4½, 5 and 6
Nittany Valley, ...	75,000 00	12,100 00	87,100 00	1,211 49	4,500 00	6
North Bend and Kettle Creek,.....	.....	22,595 74	22,595 74	1,964 00	.....	.....
Northern Central, ...	14.150,000 00	1,153.772 11	15,303.772 11	2,059,904 86	792,070 00	4½, 5 and 6
North East Pennsylvania, ...	400,000 00	534.699 45	934,699 45	266,069 42	20,000 00	5
North Pennsylvania.	7,200,000 00	368,178 81	7.568,178 81	372.998 71	492.000 00	6 and 7
North and West Branch, ...	1,500,000 00	928 50	1,500,928 50	635,207 81	90,000 00	6
Ohio and Baltimore Short Line, ...	500,000 00	1,096,940 08	1,596,940 08	.....	25,000 00	5
Ohio Connecting.	660,000 00	48,859 96	708,859 96	60,352 44	33,000 00	5
Oregon and Texas, ...	13,000 00	.....	13,000 00	.....	.....	.....
Pennsylvania, ...	89,982,374 05	21,056,637 92	111,039.011 97	24,195,576 75	5,044,755 72	4, 4½, 5 and 6
Pennsylvania Company, ...	25,560.309 00	5,200,230 20	30,760,539 20	8,060.800 39	1,054,817 22	4½, 6
Pennsylvania and New York Canal and Railroad, ...	10,000,000 00	103,674 70	10.103,674 70	.....	530.000 00	4, 5 and 7
Pennsylvania, Poughkeepsie and Boston, ...	2,354,569 57	1,377,153 59	3,731,723 16	22,469 78	134.412 42	4 and 6
Pennsylvania Schuylkill Valley, ...	7,000,000 00	43,379 07	7,043,379 07	178,898 58	350,000 00	5
Pennsylvania and North Western,.....	1,893,000 00	305,325 25	2,198,325 25	67,678 93	110,130 00	5 and 6

TABLE B—DEBT AND INTEREST.—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest.
People's,	$36,000 00	$459 82	$36,459 82	$22,150 84	$1,800 00	5
Perkiomen,	1,924,600 00	1,030,635 39	2,955,235 39	82,194 98	96,230 00	5
Perry County,	108,000 00	3,391 53	111,391 53	1,008 31	5,610 00	6
Philadelphia and Baltimore Central,	2,200,000 00	6,335 81	2,206,335 81	536,308 20	104,000 00	4½ and 5
Philadelphia Belt Line,	.....	1,434 49	1,434 49	13,889 61	.....	.....
Philadelphia and Chester Valley,	380,510 00	56,744 83	437,254 83	4,645 80	18,025 20	4 and 5
Philadelphia and Erie,	19,799,000 00	42,253 13	19,841,253 13	325,053 61	1,044,970 00	4, 5, 6 and 7
Philadelphia, Germantown and Chestnut Hill.	1,000,000 00	543,390 70	1,543,390 70	95,078 06	45,000 00	4½
Philadelphia, Germantown and Norristown,	.....	6,458 25	6,458 25	37,057 29	.....	.....
Philadelphia, Harrisburg and Pittsburgh,	500,000 00	775,762 70	1,275,762 70	2,946 46	25,000 00	5
Philadelphia, Newtown and New York,	1,600,000 00	4,135 17	1,604,135 17	19,801 55	25,100 00	5
Philadelphia and Reading,	168,671,373 02	10,434,390 80	179,105,763 82	12,348,092 55	4,744,221 57	4, 4½, 5, 6 & 7
Philadelphia and Reading Terminal,	9,616 67	2,411,199 16	2,420,815 83	51,872 77	577 00	various.
Philadelphia and Trenton,	.....	2,059,508 92	2,059,508 92	110 00	.....	.....
Philadelphia, Wilmington and Baltimore,	5,893,765 00	2,441,669 60	8,335,434 60	2,486,935 11	265,060 10	4, 5 and 6
Pickering Valley,	332,300 00	576,991 42	909,291 42	139 91	23,261 00	7
Pine Creek,	3,525,000 00	304,691 41	3,829,691 41	5,198 29	212,470 00	6
Pittsburgh and Castle Shannon,	228,799 52	55,308 57	284,108 09	9,347 42	12,000 00	6
Pittsburgh, Chartiers and Youghiogheny,	696,000 00	7,658 57	703,658 57	33,538 14	34,600 00	4 and 6
Pittsburgh, Cincinnati, Chicago and St. Louis,	44,384,590 00	5,813,281 27	50,197,871 27	3,091,900 42	2,394,269 70	4½, 5 and 7

Pittsburgh and Connellsville,	20,718,224 00	5,686,569 19	26,404,793 19	151,031 03	1,182,493 44	5, 6 and 7
Pittsburgh, Fort Wayne and Chicago,	12,410,000 00	750,620 91	13,160,620 91	762,363 19	868,700 00	7
Pittsburgh Junction,	1,440,000 00	398,541 17	1,838,541 17	153,110 19	86,400 00	6
Pittsburgh and Lake Erie,	4,142,242 00	671,919 03	4,814,161 03	656,501 32	220,000 00	5 and 6
Pittsburgh, Marion and Chicago,	896,000 00	32,428 84	928,428 84	4,019 70	23,760 00	5 and 6
Pittsburgh, McKeesport and Youghiogheny,	3,750,000 00		3,750,000 00		225,000 00	6
Pittsburgh and Moon Run,	100,000 00	21,845 01	121,845 01	1,352 72	6,000 00	6
Pittsburgh and Northern,		55,541 73	55,541 73			
Pittsburgh, Shenango and Lake Erie,	4,365,809 35	916,807 74	5,282,617 09	364,130 10	156,500 00	5
Pittsburgh, Virginia and Charleston,	4,050,000 00	229,113 23	4,279,113 23	41,154 64	202,500 00	5
Pittsburgh and Western,	14,632,395 69	3,266,043 03	17,898,438 72	589,483 00	533,602 50	various.
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	8,335 03	3,380,335 03	297,793 58	189,800 00	5, 6 and 7
Pomeroy and Newark,		218,456 38	218,456 38			
Reading and Columbia,	2,009,166 67	1,053,937 93	3,063,104 60	243,888 79	110,430 00	5 and 6
Reading, Marietta and Hanover,		82,587 11	82,587 11			
Reynoldsville and Falls Creek,	170,000 00	82,677 22	252,677 22	169,149 58	5,100 00	6
Ridgway and Clearfield,	491,000 00		491,000 00	251,314 14	24,550 00	5
River Front,	300,000 00	300 00	300,300 00	3,204 86	11,400 00	4 and 4½
Rupert and Bloomsburg,		26,583 03	26,583 03	6,649 15		
Salisbury,	150,000 00	24 50	150,024 50	9,628 20	10,500 00	7
Schuylkill and Lehigh,	1,000,000 00	26,651 22	1,026,651 22		27,000 00	4½
Schuylkill River, East Side,	4,500,000 00		4,500,000 00	223,754 66	225,000 00	5
Schuylkill and Lehigh Valley,	2,000,000 00		2,000,000 00		100,000 00	5
Schuylkill Valley Navigation Railroad,		417 30	417 30	16,717 33		
Shamokin, Sunbury and Lewisburg,	2,000,000 00	250 45	2,000,250 45	616,136 87	110,000 00	5 and 6
Shamokin Valley and Pottsville,	2,000,000 00	73,855 00	2,073,855 00	74,038 48	140,000 00	7
Sharon,	164,000 00		164,000 00	7,579 83	7,380 00	4½
Sharpsville,		129,322 39	129,322 39	834 03		
Sheffield and Spring Creek,		26,950 50	26,950 50			
Slate Run,		10,224 01	10,224 01	16,615 04		
Somerset and Cambria,	636,000 00		636,000 00	287,211 33	32,550 00	5 and 6
South Chester,		63,315 14	63,315 14	150,000 00		
South Easton and Philipsburg,		7,899 12	7,899 12			
South Fork,		87,961 92	87,961 92			
Southwest Pennsylvania,	900,000 00	31,704 17	931,704 17	1,033,736 93	63,000 00	7
Southern Pennsylvania Railway and Mining Company,	625,000 00	218,298 86	843,298 86		43,750 00	7
St. Mary's and Southwestern,		210,032 18	210,032 18	16,867 00		
State Line and Sullivan,	280,000 00	20,349 82	300,349 82	148,823 96	16,800 00	6

TABLE B—DEBT AND INTEREST.—CONTINUED.

NAME OF COMPANY.	Total amount of funded debt.	Total amount of current liabilities.	Total amount of funded debt and current liabilities.	Total amount of current assets.	Amount of interest accrued during year.	Rate per cent. per annum of interest
Stewartstown,	.....	.....	.....	$3,214 66	.....	.....
Stony Creek,	$350,000 00	$616,373 17	$966,373 17	26,129 12	$24,500 00	7
Sunbury, Hazleton and Wilkes-Barre,	2,535,000 00	2,523 05	2,537,523 05	402,268 81	142,100 00	5 and 6
Sunbury and Lewistown,	500,000 00	.....	500,000 00	94,616 68	35,000 00	7
Susquehanna and Buffalo,	.....	24,782 07	24,782 07	27,482 84	.....	.....
Susquehanna and Clearfield,	285,000 00	101,985 51	386,985 51	4,026 70	14,250 00	5
Sugar Run,	.....	908 76	908 76	9,918 99	.....	.....
Tamaqua, Hazleton and Northern,	.....	66,751 25	66,751 25	40 45	.....	.....
Tiadaghton and Fahnestalk,	.....	.....	.....	1,755 07	.....	.....
Tioga,	789,500 00	342 00	789,842 00	2,292,257 60	50,475 00	5 and 7
Tionesta Valley,	.....	33,023 24	33,023 24	19,909 68	.....	.....
Tipton,	.....	94 54	94 54	10,790 71	.....	.....
Trenton Cut-off,	1,200,000 00	1,285 28	1,201,285 28	.....	.....	.....
Tresckow,	.....	142,588 28	142,588 28	.....	.....	.....
Tuscarora,	180,000 00	.....	180,000 00	.....	.....	.....
Tyrone and Clearfield,	1,000,000 00	34,386 67	1,034,386 67	35,000 00	50,000 00	5
Waynesburg and Washington,	98,900 00	17,805 69	116,705 69	8,122 15	6,923 00	7
West Chester,	75,000 00	16,818 00	91,818 00	150 00	3,750 00	5
Western Maryland,	4,783,272 00	276,290 57	5,059,562 57	.....	227,671 32	various.
Western New York and Pennsylvania,	32,768,023 06	603,929 88	33,371,952 94	693,017 47	1,141,112 96	5 and 7
Western Pennsylvania,	4,435,000 00	19,757 09	4,454,757 09	1,144,540 66	186,100 00	4 and 6
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	288,887 56	5,788,887 56	.....	275,000 00	5
Wilcox,	.....	.....	.....	3,374 40	.....	.....
Wilcox and Rocky Run,	.....	1 50	1 50	146 55	.....	.....
Wilkes-Barre and Eastern,	3,000,000 00	89,771 67	3,089,771 67	11,260 91	87,500 00	5
Wilkes-Barre and Harvey's Lake,	.....	193,382 59	193,382 59	.....	.....	.....

Wilkes-Barre and Scranton,	500,000 00	84,528 66	584,528 66		22,500 00		4½
Williamsport and North Branch,	1,125,000 00	124,159 10	1,249,159 10	31,198 34	45,000 00		5
Williams' Valley,	47,500 00	61,403 76	108,903 76	52,922 73	2,850 00		6
Wilmington and Northern,	771,000 00	187,291 18	958,291 18	239,749 74	38,550 00		5
Wind Gap and Delaware,		129,241 66	129,241 66	50,000 00			
Youghiogheny, Northern,		7 00	7 00	4,147 81			
Youghiogheny and Wick Haven,		1,181 55	1,181 55	3,366 56			
Total,	$982,551,341 93	$114,829,317 71	$1,097,380,659 64	$114,719,607 57	$44,206,876 31		

TABLE C.—COST OF ROAD AND EQUIPMENT.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Cost of additions for the year ending June 30, 1894.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Addison and Pennsylvania,	.....	.....	$1,420,196 29	$50,450 12	.....	.....
Allegheny and Kinzua,	.....	.....	800,642 92	.....	.....	.....
Allegheny Valley,	$41,184,817 83	$1,702,239 84	42,887,057 67	91,225 70	$158,220 58	$6,539 53
Allentown,	1,085,747 94	.....	1,085,747 94	.....	.....	.....
Allentown Terminal,	981,221 93	.....	981,221 93	1,698 00	289,360 64	.....
Altoona, Clearfield and Northern,	81,296 80	19,802 52	101,099 32	13,010 00	.....	.....
Arnot and Pine Creek,	258,350 74	.....	258,350 74	.....	21,838 61	.....
Bald Eagle Valley,	1,896,376 35	.....	1,896,376 35	.....	21,052 13	.....
Baltimore and Harrisburg,	.....	.....	1,400,051 92	.....	.....	.....
Baltimore and Lehigh,	.....	2,000 00	2,000 00	2,000 00	.....	.....
Baltimore and Philadelphia,	9,840,000 00	20,953 83	9,860,953 83	.....	165,935 92	353 35
Bangor and Portland,	409,592 37	109,475 00	519,067 37	2,081 31	12,598 96	3,367 43
Barclay Coal Company's Railroad,	450,000 00	33,291 79	483,291 79	.....	.....	.....
Bear Rock,	18,587 20	6,614 60	25,201 80	.....	.....	.....
Beaver and Elwood,	133,056 76	17,324 55	150,381 31	10,385 20	26,611 35	3,464 91
Bedford and Bridgeport,	2,305,624 47	.....	2,305,624 47	.....	46,890 88	.....
Beech Creek,	.....	.....	10,725,053 83	725,953 83	.....	.....
Bellefonte Central,	.....	.....	564,367 05	5,394 38	.....	.....
Berlin,	50,425 09	.....	50,425 09	.....	6,303 14	.....
Berlin Branch,	77,326 19	.....	77,326 19	.....	11,046 60	.....
Bloomsurg Belt,	15,059 24	.....	15,059 24	.....	.....	.....
Bloomsburg and Sullivan,	1,199,000 00	.....	1,199,000 00	1,350 00	.....	.....
Bradford, Bordell and Kinzua,	1,450 35	.....	1,450 35	.....	57 48	.....
Bradford and Western Pennsylvania,	33,954 73	8,867 95	42,822 68	7,054 08	.....	.....
Brockport and Shawmut,	21,195 26	.....	21,195 26	.....	5,652 07	.....
Brownstone and Middletown,	20,000 00	7,550 00	27,550 00	.....	8,000 00	3,020 00

Buffalo, Bradford and Pittsburgh,	3,114,975 97		3,114,975 97	659 69	119,028 50	
Buffalo, Rochester and Pittsburgh,	17,950,168 64	4,009,542 62	21,959,711 26	335,826 42	62,949 92	14,061 17
Bustleton,	100,000 00		100,000 00		24,038 49	
Buffalo and Susquehanna,			1,699,129 18			
Cambria and Clearfield,	2,560,735 20		2,560,735 20	32,740 86	26,231 66	
Catasauqua and Fogelsville,	576,919 99	135,150 00	712,069 99		21,132 60	4,950 55
Catawissa,	6,206,668 08		6,206,668 08			
Central Pennsylvania and Western,	6,240,650 00		6,240,650 00			
Central Railroad Company of Pennsylvania,	972,494 66	59,221 89	1,031,716 55			
Chambersburg and Gettysburg,	200,000 00		200,000 00			
Chartiers,	1,134,543 26		1,134,543 26		49,848 12	
Chester Creek,	457,100 00		457,100 00		68,325 86	
Chester and Delaware River,	331,547 09		331,547 09		58,166 16	
Clarion River,	136,976 40	16,249 78	153,226 18	396 24	11,414 70	1,354 15
Clearfield and Mahoning,	1,246,478 63	98,000 00	1,344,478 63	129,695 99	48,182 39	3,788 17
Cleveland and Pittsburgh,	14,747,777 27	3,905,786 01	18,653,563 28	302,400 81	74,356 04	19,692 38
Colebrookdale,	672,341 93		672,341 93			
Columbia and Port Deposit,	2,811,170 06		2,811,170 06	1,548 60	64,580 06	
Connecting,	3,381,651 01		3,381,651 01	9,384 85	500,985 33	
Cornwall,	677,694 45	189,941 41	867,635 86		53,488 12	14,991 43
Cornwall and Lebanon,	1,384,805 00	193,338 64	1,578,143 64	2,957 78		
Confluence and Oakland,	231,398 83		231,398 83	222 26	11,746 13	
Coudersport and Pine Creek,	51,500 00		51,500 00		10,300 00	
Coudersport and Port Allegheny,	215,018 00	69,950 00	284,968 00	2,500 00	12,647 00	4,111 00
Cresson, Clearfield County and New York Short Route,	1,829,082 35		1,829,082 35		63,753 30	
Cumberland Valley,	1,821,260 75	266,732 52	2,087,993 27	3,390 15		
Delaware and Hudson Canal Company's Railroad,	4,008,028 22	1,823,349 62	5,831,377 84	15,271 78	53,583 26	15,349 35
Delaware, Lackawanna and Western,	17,304,961 50	8,716,146 98	26,021,108 48		88,921 23	44,787 76
Delaware, Susquehanna and Schuylkill,	1,115,742 14	895,208 14	2,010,950 28	743,966 98	23,239 79	18,646 28
Dillsburg and Mechanicsburg,	215,793 53		215,793 53		28,025 13	
Downingtown and Lancaster,	714,627 69		714,627 69	188 20	18,815 90	
Dunkirk, Allegheny Valley and Pittsburgh,	4,278,531 67	262,725 00	4,541,256 67		47,224 41	2,899 83
East Broad Top,	943,943 00	199,928 80	1,143,871 80	485 68	30,351 86	6,428 58
East Mahanoy,	497,792 68		497,792 68		35,304 44	
East Pennsylvania,	1,905,586 01		1,905,586 01			

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Cost of additions for the year ending June 30, 1894.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Easton and Northern,	$278,825 40	.....	$278,825 40	.....	.....	.....
Elmira and Williamsport,	2,218,000 00	$352,000 00	2,570,000 00	.....	29,377 48	4,662 25
Elwood Connecting,	63,443 48	.....	63,443 48	.....	93,299 23	.....
Ellwood Short Line,	656,839 66	.....	656,839 66	.....	205,262 39	.....
Emporium and Rich Valley,	88,633 76	24,546 05	113,179 81	$7,917 16	6,112 67	1,692 83
Engleside,	12,306 25	.....	12,306 25	606 20	72,389 71	.....
Erie and Pittsburgh,	3,200,280 66	1,895,725 18	5,096,005 84	.....	37,886 59	22,442 59
Erie and Wyoming Valley,	5,315,672 27	114,475 60	5,430,147 87	73,974 95	.....	.....
Falls Brook,	2,792,024 96	2,132,594 28	4,924,619 24	79,780 78	27,726 16	21,177 69
Fairmount, Morgantown and Pittsburgh,	2,265,446 02	.....	2,265,446 02	458,561 51	39,330 66	.....
Falls Creek,	27,560 51	.....	27,560 51	.....	9,186 84	.....
Gettysburg and Harrisburg,	1,115,336 96	95,302 93	1,210,639 89	.....	32,235 18	2,754 42
Greenlick,	9,875 65	.....	9,875 65	.....	.....	.....
Hanover and York,	532,276 48	.....	532,276 48	.....	19,250 50	.....
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	1,881,210 09	.....	1,881,210 09	.....	35,005 77	.....
Huntingdon and Broad Top Mountain,	.....	.....	5,925,739 94	32,060 30	.....	.....
Hunter's Run and Slate Belt,	49,548 79	5,342 46	54,891 25	.....	9,008 87	971 36
Ironton,	183,000 00	17,000 00	200,000 00	.....	20,333 33	1,888 89
Jamestown and Franklin,	2,648,583 06	.....	2,648,583 06	9,429 65	52,024 80	.....
Jefferson,	6,577,258 13	.....	6,577,258 13	1,132 79	147,175 16	.....
Johnsonburg,	400,953 34	.....	400,953 34	.....	20,363 30	.....
Johnsonburg and Bradford,	917,554 73	.....	917,554 73	59,546 57	46,814 02	.....
Junction,	1,034,829 40	.....	1,034,829 40	.....	290,682 42	.....

Kensington and Tacony,	341,623 47		341,623 47	28,058 87	66,593 44	
Kinzua Creek and Kane,	56,473 97	22,397 47	78,871 44	169 72		
Kinzua Hemlock,	143,851 12	278 83	144,129 95	8,876 85		
Kinzua Valley,	111,265 53		111,265 53	870 75	11,126 55	
Kishacoquillas Valley,	74,625 87	4,353 00	78,978 87	12,228 26		
Lackawanna and Montrose	141,879 83		141,879 83	2,982 70	13,538 15	
Lancaster, Oxford and Southern,			100,000 00			
Lake Shore and Michigan Southern,	66,700,000 00	17,300,000 00	84,000,000 00		77,634 87	20,136 18
Lehigh and Lackawanna,	970,500 00		970,500 00		38,511 90	
Lehigh and Susquehanna,	15,187,790 60		15,187,790 60	71,676 91	94,492 56	
Lehigh Valley,	18,110,610 80	21,452,997 43	39,563,608 23	389,805 78	55,591 53	65,851 18
Lewisburg and Tyrone,	1,566,287 94		1,566,287 94		18,461 66	
Ligonier Valley,	249,150 88	30,440 20	279,591 08		23,728 65	2,899 02
Little Saw Mill Run,	191,642 61	146,382 31	338,024 92		63,880 87	48,794 10
Loyalsock,	446,048 52		446,048 52	96,785 47		
Lykens Valley,	578,767 24	17,000 00	595,767 24		29,379 04	862 95
McKeesport and Bessemer,	655,494 93		655,494 93	76,554 75	431,246 64	
McKeesport Connecting,	33,585 39	25,542 74	59,128 13	12,196 51	35,278 77	26,830 61
Mahoning Valley,	71,876 80	209,815 07	281,691 87	269 96	14,579 47	42,558 83
Martin's Creek,	30,000 00		30,000 00		200,000 00	
Meadville, Conneaut Lake and Linesville,	400,000 00		400,000 00			
Middletown and Hummelstown,	129,829 59		129,829 59	116 65	19,671 15	
Mifflin and Centre County,	372,439 39		372,439 39	5,500 00	30,255 02	
Mill Creek and Mine Hill,	323,045 00		323,045 00		85,000 00	
Mine Hill and Schuylkill Haven,	4,165,572 49		4,165,572 49		28,332 43	
Monongahela Connecting,	711,305 99	40,041 75	751,347 74		227,254 31	12,792 89
Monongahela River and Street's Run,	50,261 99		50,261 99		35,901 42	
Mont Alto,	218,204 75	16,795 25	235,000 00		12,197 02	938 81
Montour,	117,029 29	82,970 71	200,000 00			
Montrose,	332,486 18	41,308 13	373,794 31		11,874 40	1,475 29
Mount Carmel and Natalie,	106,511 56		106,511 56	3,170 55	16,386 31	
Mount Carbon and Port Carbon,	282,815 45		282,815 45		113,126 18	
Mount Jewett, Kinzua and Riterville,	79,016 67		79,016 67	4,331 22		
Mount Jewett and Smethport,	44,556 72	10,350 76	54,907 48	1,033 61	8,911 33	2,070 15
Mount Penn Gravity,	113,846 52	29,387 95	143,234 47	630 48	14,230 82	3,673 49
Mount Pleasant and Broadford,	203,983 07		203,983 07		21,029 18	

*See foot note * Table A.

41-9-94

TABLE C—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Cost of additions for the year ending June 30, 1894.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Nescopec,	$460,395 28	.....	$460,395 28	.....	$38,494 58	.....
Nesquehoning Valley,	1,419,245 72	.....	1,419,245 72	.....	85,188 81	.....
Neversink Mountain,	161,180 19	$66.623 70	227,808 89	$46 96	.....	.....
New Castle and Beaver Valley	878,865 95	.....	878,865 95	.....	58,672 00	.....
New Castle and Shenango Valley,	541,093 40	.....	541,093 40	200 00	.....	.....
New Haven and Dunbar,	8,000 00	.....	8,000 00	.....	.....	.....
Newport and Sherman's Valley,	4,711 63	.....	4,711 63	.....	.....	.....
New York, Lake Erie and Western,	155,649,422 83	8,178,368 39	163,827,791 22	229,420 20	.....	.....
New York, Lake Erie and Western Coal,	2,226,206 70	.....	2,226,206 70	63,380 34	51,724 13	.....
New York, Chicago and St. Louis,	46,086,157 92	3,720,846 50	49,807,004 42	.....	91,653 56	7,399 81
New York and North Pennsylvania,	109,060 10	.....	109,060 10	4,795 40	21,812 02	.....
New York, Pennsylvania and Ohio,	167,945,437 01	15,315 66	167,960,752 67	3,198,743 91	.....	.....
New York, Susquehanna and Western,	30,738,370 69	2,030,991 41	32,769,362 10	1,503,147 02	223,340 63	14,756 89
Nittany Valley,	167,686 82	14,573 83	182,260 65	29,837 52	2,593 26	.....
North Bend and Kettle Creek,	102,617 20	26,346 00	128,963 20	35,476 20	.....	.....
Northern Central,	15,305,575 38	5,316,960 48	20,622,535 86	382,434 91	103,248 62	35,867 24
North East Pennsylvania,	716,505 31	.....	716,505 31	3,065 99	27,988 48	.....
North Pennsylvania,	10,311,271 49	1,750,935 65	12,062,207 14	.....	49,597 20	8,422 00
North and West Branch,	3,301,797 05	.....	3,301,797 05	.....	69,046 36	.....
Ohio and Baltimore Short Line,	1,542,620 08	.....	1,542,620 08	798 12	165,873 12	.....
Ohio Connecting,	1,322,573 83	.....	1,322,573 83	.....	404,456 80	.....
Oregon and Texas,	41,529 85	5,950 00	47,479 85	.....	.....	.....
Pennsylvania,	74,591,735 01	38,144,186 50	112,735,921 51	2,187,619 02	141,443 67	72,330 45
Pennsylvania Company,	1,236,987 43	5,570,497 15	6,807,484 58	.....	.....	.....

Pennsylvania and New York Canal and Railroad,	8,146,745 70		8,146,745 70	5,045 50		
Pennsylvania, Poughkeepsie and Boston,	3,822,877 86	506,910 00	4,329,787 86		78,687 82	10,436 69
Pennsylvania Schuylkill Valley,	14,157,000 08		14,157,000 08		108,716 02	
Pennsylvania and North Western,	4,109,391 04	328,704 10	4,438,095 14	56,751 48		
Penn Gas Coal Company's Railroad,	347,148 62	30,738 62	377,887 24			
People's,	98,004 34	27,287 29	125,291 63			
Perkiomen,	2,085,578 35	4,257 03	2,089,835 38		54,170 87	110 57
Perry County,	210,759 98	8,128 50	218,888 48	1,352 16	9,321 00	359 61
Philadelphia and Baltimore Central,	4,063,141 20		4,063,141 20		55,145 78	
Philadelphia Belt Line,	156,054 89		156,054 89	29,170 89		
Philadelphia and Chester Valley,	1,087,969 91		1,087,969 91	907 40		
Philadelphia and Erie,	30,451,580 79		30,451,580 79	65,435 72	105,896 44	
Philadelphia, Germantown and Chestnut Hill,	2,527,485 33		2,527,485 33	4,770 25	182,226 77	
Philadelphia, Germantown and Norristown,	1,639,872 33	367,988 09	2,007,860 42		79,605 45	17,863 49
Philadelphia, Harrisburg and Pittsburgh,	3,272,816 24		3,272,816 24	128,974 91		
Philadelphia, Newtown and New York,	3,200,000 00		3,200,000 00		144,469 52	
Philadelphia and Reading,	88,105,904 27	19,523,638 99	107,629,543 26			
Philadelphia and Reading Terminal,	10,294,179 73		10,294,179 73	1,312,631 43		
Philadelphia and Trenton,	3,917,396 92		3,917,396 92	87,405 40	144,446 79	
Philadelphia, Wilmington and Baltimore,			15,453,159 65	207,425 76		
Pickering Valley,	481,399 08		481,399 08		42,601 69	
Pine Creek,	4,645,628 08		4,645,628 08		62,107 32	
Pittsburgh and Castle Shannon,	365,377 28	33,276 53	398,653 81	338 81		
Pittsburgh, Chartiers and Youghiogheny,	1,178,061 77	221,316 35	1,399,378 12	6,315 23	74,845 09	14,060 76
Pittsburgh, Cincinnati, Chicago and St. Louis,	93,434,255 38	83,603 00	93,517,858 38	356,011 05		
Pittsburgh and Connellsville,	15,246,258 03	1,734,411 53	16,980,669 56	48,188 33	102,461 41	11,656 00
Pittsburgh, Fort Wayne and Chicago,	37,121,554 73	11,134,069 92	48,255,624 65	2,107,819 66	79,000 52	23,695 05
Pittsburgh Junction,	3,423,293 80	58,104 34	3,481,398 14	43,291 93	498,296 00	8,457 66
Pittsburgh and Lake Erie,	6,514,897 57	2,718,707 49	9,233,605 06		91,849 68	38,329 44

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Cost of additions for the year ending June 30, 1894.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Pittsburgh, Marion and Chicago,..	$1,447,251 48	$35,676 16	$1,482,927 64	$6,602 16	$57,890 04	$1,427 05
Pittsburgh, McKeesport and Youghiogheny, ...	7,326,603 21	383,046 79	7,709,650 00	.....	76,574 03	4,003 41
Pittsburgh and Moon Run, ...	168,557 07	11,900 00	180,457 07	2,461 23	.....	.....
Pittsburgh and Northern, ...	150,130 00	.....	150,130 00	130 00	.....	.....
Pittsburgh, Shenango and Lake Erie, ...	8,535,204 02	987,546 87	9,522,750 89	186,141 34	57,298 63	6,629 61
Pittsburgh, Virginia and Charleston, ...	6,463,405 79	.....	6,463,405 79	174,539 89	87,686 96	.....
Pittsburgh and Western, ...	23,288,875 48	1,857,542 02	25,146,417 50	8,158 15	.....	.....
Pittsburgh, Youngstown and Ashtabula, ...	6,172,517 15	711,665 78	6,884,182 93	151,757 30	49,305 19	5,684 68
Plymouth, ...	286,545 19	.....	286,545 19	.....	.....	32,196 09
Pomeroy and Newark, ...	502,056 25	.....	502,056 25	.....	18,803 60	.....
Reading and Columbia, ...	2,196,157 78	245,241 18	2,441,398 96	.....	.....	.....
Reading, Marietta and Hanover,...	332,587 11	.....	332,587 11	.....	52,791 60	.....
Reynoldsville and Falls Creek,.....	337,047 73	26,051 32	363,099 05	.....	23,244 69	1,796 64
Ridgway and Clearfield, ...	987,503 20	.....	987,503 20	.....	.....	36,265 26
River Front, ...	627,683 48	.....	627,683 48	15,729 26	162,612 30	.....
Rochester, Beaver Falls and Western, ...	48,125 76	.....	48,125 76	.....	.....	.....
Rupert and Bloomsburg, ...	57,924 00	.....	57,924 00	.....	36,202 50	.....
Salisbury, ...	262,476 23	11,840 72	274,316 95	1,638 80	22,433 86	1,012 03
Schuylkill and Lehigh, ...	1,076,651 22	.....	1,076,651 22	12,850 90	24,469 35	.....
Schuylkill River, East Side, ...	9,000,000 00	.....	9,000,000 00	.....	818,181 82	.....

Schuylkill and Lehigh Valley,	4,000,000 00		4,000,000 00				
Schuylkill Valley Navigation Railroad,	576,840 94		576,840 94		52,440 08		
Shamokin, Sunbury and Lewisburg,	3,384.113 58		3,384.113 58	355,851 96			
Shamokin Valley and Pottsville,	2,876,000 00		2,876,000 00		96,354 93		
Sharon,	617,345 20		617,345 20		23,608 03		
Sharpsville,	422,590 24	26,856 19	449,446 43		20,584 03	1,308 14	
Sheffield and Spring Creek,	38,950 50		38,950 50		4,733 33		
Slackwater Connecting,	4,800 00	5,200 00	10,000 00				
Slate Run,	65,757 31	15,242 69	81,000 00		4,383 82	1,016 18	
Somerset and Cambria,	1,340,422 07		1,340,422 07	116 56	29,721 11		
South Chester,	163,315 14		163,315 14	28,820 33	43,205 06		
South Easton and Philipsburg,	82,899 12		82,899 12				
South Fork.	102,318 95		102,318 95	2,478 69	12,600 85		
Southwest Pennsylvania,	2,545,016 83		2,545,016 83		22,749 77		
Southern Pennsylvania Railway and Mining Company,	1,425,000 00		1,425,000 00		66,588 71		
St. Mary's and Southwestern,	123,172 14	106,802 68	229,974 82		12,317 21	10,680 26	
State Line and Sullivan,	1,249,151 78		1,249,151 78				
Stewartstown,	77,043 22	9,195 10	86,238 32	9,190 67			
Stony Creek,	548,922 54	397 34	549,319 88		53,293 45	38 58	
Sunbury, Hazleton and Wilkes-Barre.	3,535,123 71		3,535,123 71		81,379 45		
Sunbury and Lewistown,	1,100,000 00		1,100,000 00				
Susquehanna and Buffalo,	26,015 45	1,467 39	27,482 84	4,039 57			
Susquehanna and Clearfield,	570,912 55		570,912 55		22,928 25		
Sugar Run,	51,892 55	5,500 00	57,392 55				
Tamaqua, Hazleton and Northern,	361,999 97		361,999 97	28,704 19	36,565 65		
Tiadaghton and Fahnestalk,	57,036 95	7,010 72	64,047 67	226 25			
Tioga,			1,471,733 93				
Tionesta Valley,	178,466 97	83,241 90	261,708 87	400 00	8,112 13	3,783 71	
Tipton,	43,250 00		43,250 00		9,740 99		
Trenton Cut-off,	1,301,158 03		1,301,158 03		82,876 30		
Tresckow,	272,588 28		272,588 28	1,017 41	36,056 64		
Tyrone and Clearfield,	2,122,645 01		2,122,645 01		15,975 35		
Ursina and North Fork,	27,000 00	3,000 00	30,000 00				
Waynesburg and Washington,	201,722 59	57,484 96	259,207 55		7,165 99	2,042 09	
West Chester,	256,668 00		256,668 00	25,056 38	49,170 11		
Western Maryland,	4,303,160 85	1,019,599 21	5,322,760 06	45,357 22			
Western New York and Pennsylvania,	59,107,059 49	4,023,823 08	63,130,882 57	149,660 68	93,374 60	6,356 65	

TABLE C.—COST OF ROAD AND EQUIPMENT—CONTINUED.

NAME OF COMPANY.	Total cost of roads owned.	Total cost of equipment owned.	Total cost of road and equipment to June 30, 1894.	Cost of additions for the year ending June 30, 1894.	Average cost of construction per mile of road.	Average cost of equipment per mile of road.
Western Pennsylvania,	$6,596,462 42	.....	$6,596,462 42	.....	54,796 99	.....
Wheeling, Pittsburgh and Baltimore,	7,153,288 41	.....	7,153,288 41	.....	108,712 58	.....
Wilcox,	21,625 60	.....	21,625 60	.....	8,160 60	.....
Wilcox and Rock Run,	19,777 53	$5,813 93	25,591 46	.....	.....	.....
Wilkes-Barre and Eastern,	6,011,340 63	3,570 78	6,014,911 41	$3,570 78	.....	.....
Wilkes-Barre and Harvey's Lake,	343,382 59	.....	343,382 59	275 00	.....	.....
Wilkes-Barre and Scranton,	1,084,528 66	.....	1,084,528 66	4,490 25	223,614 14	.....
Williamsport and North Branch,	1,945,161 32	65,138 08	2,010,299 40	875,984 51	43,224 81	$1,447 51
William's Valley,	202,889 51	71 72	202,961 23	1,812 12	16,907 46	5 97
Wilmington and Northern,	2,198,041 61	432,228 05	2,630,269 66	31,299 28	24,861 92	4,888 89
Wind Gap and Delaware,	179,241 66	.....	179,241 66	.....	16,459 45	.....
Youghiogheny, Northern,	400,000 00	.....	400,000 00	.....	.....	.....
Youghiogheny and Wick Haven,	15,614 45	.....	15,614 45	.....	.....	.....
Total,	$1,322,517,198 00	$176,423,962 58	$1,538,501,235 29	$16,359,064 76	.....	.....

TABLE D—MILEAGE.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks, in Pennsylvania, including yard tracks, sidings and spurs.
Addison and Pennsylvania,	41.00		5.00	46.00	35.50		49.51	37.99
Allegheny and Kinzua,	43.00			43.00	27.00		43.00	27.00
Allegheny Valley,	242.20	18.10		260.30	260.30		397.93	397.93
Allentown,	4.50			*o*				
Allentown Terminal,	3.39			*o*				
Altoona Clearfield and Northern,	13.00			13.00	13.00		13.50	13.50
Arnot and Pine Creek,	11.83			*w*				
Bald Eagle Valley,	51.20	38.88		*n*				
Baltimore and Cumberland Valley,	4.55			*q*				
Baltimore and Cumberland Valley Extension,	26.52			*q*				
Baltimore and Harrisburg,	58.70	7.30	30.07	96.07	76.97		96.07	76.97
Baltmiore and Harrisburg Extension,	15.00			*b*				
Baltimore and Lehigh,	41.10			41.10	41.10		44.27	44.27
Baltimore and Philadelphia,	36.80	22.50		59.30	20.40		119.05	42.45
Bangor and Portland,	27.97	4.54	8.00	40.51	40.51		40.51	40.51
Barclay Coal Company's Railroad,	14.02			14.02	14.02		14.02	14.02
Bear Rock,	2.50			2.50	2.50		2.50	2.50
Beaver and Ellwood,	3.00			3.00	3.00		5.00	5.00
Bedford and Bridgeport,	38.70	10.47		*n*				
Beech Creek,	113.02	36.71	36.19	185.92	185.92	64	267.18	267.18
Bellefonte Central,	19.00	5.50		24.50	24.50		27.75	27.75
Berlin,	8.00			8.00	8.00		8.94	8.94
Berlin Branch,	7.00			7.00	7.00		7.00	7.00
Bloomsburg Belt,	80			*d*				
Bloomsburg and Sullivan,	30.00			30.00	30.00		36.02	36.02
Bradford,	14.75			*p*				

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard track, sidings and spurs.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.
Bradford, Bordell and Kinzua,	25.23	. . . . .	. . . . .	25.23	25.23	. . . . .	39.03	39.03
Bradford and Western Pennsylvania,	5.00	. . . . .	. . . . .	5.00	5.00	. . . . .	6.65	6.65
Broekport and Shawmut,	3.75	. . . . .	. . . . .	*r*	. . . . .	. . . . .	. . . . .	. . . . .
Brownstone and Middletown,	2.50	. . . . .	. . . . .	2.50	2.50	. . . . .	4.33	4.33
Buffalo, Bradford and Pittsburgh,	26.17	. . . . .	. . . . .	*r*	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburgh,	240.09	14.13	81.56	335.78	154.27	45.47	448.27	198.94
Bustleton,	4.16	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo and Susquehanna,	61.67	. . . . .	. . . . .	61.67	61.67	. . . . .	61.67	61.67
Cambria and Clearfield,	48.35	49.27	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Catasauqua and Fogelsville,	27.30	. . . . .	. . . . .	27.30	27.30	. . . . .	33.50	33.50
Catawissa,	94.90	. . . . .	. . . . .	*o*	. . . . .	. . . . .	. . . . .	. . . . .
Central Pennsylvania and Western,	30.00	1.00	. . . . .	31.00	31.00	. . . . .	31.00	31.00
Central Railroad Company of Pennsylvania,	27.30	1.00	7.00	35.30	35.30	. . . . .	38.90	38.90
Chambersburg and Gettysburg,	10.00	. . . . .	. . . . .	10.00	10.00	. . . . .	10.00	10.00
Chartiers,	22.76	. . . . .	. . . . .	*a*	. . . . .	. . . . .	. . . . .	. . . . .
Cherry Grove,	11.00	. . . . .	. . . . .	*l*	. . . . .	. . . . .	. . . . .	. . . . .
Chester Creek,	6.69	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Chester and Delaware River,	5.70	. . . . .	. . . . .	5.70	5.70	. . . . .	10.70	10.70
Chestnut Hill,	4.00	. . . . .	. . . . .	*o*	. . . . .	. . . . .	. . . . .	. . . . .
Clarion River,	12.00	. . . . .	. . . . .	12.00	12.00	. . . . .	12.00	12.00
Clearfield and Mahoning,	25.87	. . . . .	. . . . .	*dd*	. . . . .	. . . . .	. . . . .	. . . . .
Cleveland and Pittsburgh,	198.34	. . . . .	. . . . .	*s*	. . . . .	. . . . .	. . . . .	. . . . .
Colebrookdale,	12.80	. . . . .	. . . . .	*o*	. . . . .	. . . . .	. . . . .	. . . . .
Columbia and Port Deposit,	43.53	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Connecting,	6.75	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Cornwall,	12.67	. . . . .	. . . . .	12.67	12.67	. . . . .	28.38	28.38

Cornwall and Lebanon,	21.66	3.23		24.89	24.89		45.86	45.86
Confluence and Oakland,	19.70			19.70	12.50		21.56	13.52
Coudersport and Pine Creek,	5.00			*c*				
Coudersport and Port Allegheny,	17.00		6.00	22.00	22.00		26.00	26.00
Cresson, Clearfield County and New York Short Route,	26.67	2.02		*n*				
Cumberland Valley,	82.18		62.75	144.93	97.30		207.20	138.26
Delaware and Hudson Canal Company's Railroad,	38.78	1.80	61.82	102.40	84.31		361.68	334.90
Delaware, Lackawanna and Western,	194.61		576.88	771.49	201.02		1,885.42	564 59
Delaware, Susquehanna and Schuylkill,	30.63	17.38	135.36	183.37	123.37		336.07	216.07
Dillsburg and Mechanicsburg,	7.70			*w*				
Downingtown and Lancaster,	37.98			*n*				
Dunkirk, Allegheny Valley and Pittsburgh,	90.60			90.60	48.30		106.40	58.40
East Broad Top,	31.10		13.52	44.62	44.62		53.47	53.47
East Mahoning,	14.10			*o*				
East Pennsylvania,	36.00			*o*				
Easton and Northern,	8.04			*aa*				
Elmira and Williamsport,	75.50			*t*				
Ellwood Connecting,	.68			*i*				
Ellwood Short Line,	3.20			*ee*				
Emporium and Rich Valley,	10.00	4.50		14.50	14.50	1.50	14.50	14.50
Engleside,	.17			*n*				
Erie and Pittsburgh,	84.47			*s*				
Erie and Wyoming Valley,	48.00	19.30	1.25	68.55	68.55	6.30	106.20	106.20
Falls Brook,	53.00	47.70		100.70	85.70		153.32	116.02
Fairmount, Morgantown and Pittsburgh,	56.60	1.00		57.60	23.00		70.71	30.11
Falls Creek,	3.00			3.00	3.00		3.00	3.00
Fayette County,	12.66			*bb*				
Gettysburg and Harrisburg,	34.60			34.60	34.60		38.40	38.40
Greenlick,	3.80			3.80	3.80		3.80	3.80
Hanover and York,	27.65			*n*				
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35.59	18.15		*n*				
Huntingdon and Broad Top Mountain,	45.00	18.30		63.30	63.30		82.30	82.30
Hunter's Run and Slate Belt,	5.50		8.00	13.50	13.50		13.50	13.50
Ironton,	9.00			9.00	9.00		12.00	12.00
Jamestown and Franklin,	50.91			*d*				
Jefferson,	36.51	8.18		*r*				
Johnsonburg,	19.69			*n*				
Johnsonburg and Bradford,	19.58			*dd*				
Junction,	3.56			3.56	3.56		9.58	9.58
Kendall and Eldred,	18.28			*p*				

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.
Kensington and Tacony,	5.13	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Kinzua,	14.04	. . . . .	. . . . .	*p*	. . . . .	. . . . .	. . . . .	. . . . .
Kinzua Creek and Kane,	9.00	. . . . .	. . . . .	9.00	9.00	. . . . .	14.00	14.00
Kinzua Hemlock,	8.50	4.10	. . . . .	*y*	. . . . .	. . . . .	. . . . .	. . . . .
Kinzua Valley,	10.00	. . . . .	. . . . .	10.00	10.00	. . . . .	12.26	12.26
Kishacoquillas Valley,	9.20	. . . . .	. . . . .	9.20	9.20	. . . . .	9.20	9.20
Lackawanna and Montrose,	10.48	. . . . .	. . . . .	10.48	10.48	. . . . .	11.79	11.79
Lancaster, Oxford and Southern,	20.00	. . . . .	. . . . .	20.00	20.00	. . . . .	20.90	20.90
Lake Shore and Michigan Southern	540.49	585.56	322.56	1,448.61	102.49	. . . . .	2,658 80	198.21
Lehigh and Lackawanna,	36.91	. . . . .	. . . . .	36.91	36.91	. . . . .	42.17	42.17
Lehigh and Susquehanna,	. . . . .	. . . . .	189.80	189.80	189.80	. . . . .	428.73	428.73
Lehigh Valley,	251.71	74.07	889.80	1,215.58	633.60	. . . . .	2,513.90	1,344.69
Lewisburg and Tyrone,	77.74	7.34	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Ligonier Valley,	10.50	. . . . .	. . . . .	10.50	10.50	. . . . .	15.20	15.20
Little Saw Mill Run,	3.00	. . . . .	. . . . .	3.00	3.00	. . . . .	4.50	4.50
Little Schuylkill Navigation,	31.10	14.10	. . . . .	*o*	. . . . .	. . . . .	. . . . .	. . . . .
Loyalsock,	30.80	11.60	. . . . .	*o*	. . . . .	. . . . .	. . . . .	. . . . .
Lykens Valley,	19.70	. . . . .	. . . . .	*t*	. . . . .	. . . . .	. . . . .	. . . . .
McKean and Buffalo,	22.15	. . . . .	. . . . .	*p*	. . . . .	. . . . .	. . . . .	. . . . .
McKeesport and Bessemer,	1.52	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
McKeesport Connecting,	5.75	. . . . .	. . . . .	5.75	5.75	2.94	9.52	9.52
Mahoning Valley,	1.89	. . . . .	8.07	9.96	9.96	. . . . .	13.00	13.00
Mapleton and Rocky Ridge,	1.00	. . . . .	. . . . .	1.00	1.00	. . . . .	1.00	1.00
Martin's Creek,	.15	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .
Meadville, Conneaut Lake and Linesville,	21.50	2.40	. . . . .	*z*	. . . . .	. . . . .	. . . . .	. . . . .
Middletown and Hummelstown,	6.60	. . . . .	. . . . .	6.60	6.60	. . . . .	8.60	8.60
Mifflin and Centre County,	12.31	. . . . .	. . . . .	*n*	. . . . .	. . . . .	. . . . .	. . . . .

Mill Creek and Mine Hill,	3.80			*o*				
Mine Hill and Schuylkill Haven,	24.80			*o*				
Monongahela Connecting,	.90	2.23		3.13	3.13		5.02	5.02
ngahela River and Street's Run,	1.10	.30		1.40	1.40		1.70	1.70
Mont Alto,	17.89			17.89	17.89		19.89	19.89
Montour,	11.00			11.00	11.00		11.50	11.50
Montrose,	28.00			28.00	28.00		28.00	28.00
Mount Carbon and Port Carbon,	2.50			*o*				
Mount Carbon and Natalie,	6.50			*o*				
Mount Jewett, Kinzua and Riterville,	5.00	3.00	12.60	20.60	20.60		21.50	21.50
Mount Jewett and Smethport,	5.00			5.00	5.00		6.00	6.00
Mount Penn Gravity,	7.76			7.76	7.76		8.00	8.00
Mount Pleasant and Broadford,	9.70			9.70	9.70		13.12	13.12
Nescopec,	11.96			*n*				
Nesquehoning Valley,	16.66			*f*				
Neversink Mountain,	8.00			8.00	8.00		8.00	8.00
New Castle and Beaver Valley,	14.98			*s*				
New Castle and Butler,	2.50			2.50	2.50		2.50	2.50
New Castle and Shenango Valley	16.20			*r*				
New Haven and Dunbar,	4.39			4.39			9.19	9.19
Newport and Sherman's Valley,	28.50			28.50	28.50		30.67	30.67
New York, Lake Erie and Western,	444.63	108 70	551 22	1,106.55	190.64		2,308.75	380.76
New York, Lake Erie and Western Coal,	29.92	16.87		*r*				
New York, Lackawanna and Western,	6.41			*j*				
New York, Chicago and St. Louis,	494.72	2.40	28.30	525.42	43.98		723.11	56.41
New York and North Pennsylvania,	5.00			*q*				
New York, Pennsylvania and Ohio,	388.04	41.55	169.02	598.61	160.73		909.69	224.37
New York, Susquehanna and Western,	101.30	36.33	22.65	160.28	16.28		222.58	21.46
Nittany Valley,	4.75			4.75	4.75		5.62	5.62
North Bend and Kettle Creek,	11.24			11.24	11.24		12.49	12.49
Northern Central,	136.82	11.42	224.59	372.83	222.51		705.42	409.74
North East Pennsylvania,	25.60			25.60	25.60		28.40	28.40
North Pennsylvania,	162 70	45.20		*o*				
North and West Branch,	43.13	4.69		*u*				
Ohio and Baltimore Short Line,	9.30			9.30	9.30		10.79	10.79
Ohio Connecting,	3.27			*a*				
Olean, Bradford and Warren,	10.11			*p*				
Oregon and Texas,	8.00			8.00	8.00		8.00	8.00
Pennsylvania,	329.66	197.70	2,127.51	2,654.87	2,215.91	13.51	5,601.73	4,603.61
Pennsylvania Company,			1,213.49	1,213.49	207.64		1,213.49	207.64
Pennsylvania and New York Canal and Railroad Company,	96.53	41.61		*ff*				
Pennsylvania, Poughkeepsie and Boston,	47.77	80		*ff*				
Pennsylvania Schuylkill Valley,	101.30	28.92		*u*				

3-9-94.

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.
Pennsylvania and Northwestern,	61.43	13.33		74.76	74.76		141.99	141.99
Penn Gas Coal Company's Railroad,	10.00			10.00	10.00		15.00	15.00
People's,	4.61			4.61	4.61		4.61	4.61
Perkiomen,	38.50			38.50	38.50		48.59	48.59
Perry County,	22.06			22.06	22.06		23.01	23.01
Philadelphia and Baltimore Central,	72.05	1.63		*h*				
Philadelphia Belt Line,	2.66		2.00	4.66	4.66		6.35	6.35
Philadelphia and Chester Valley,	21.50			21.50	21.50		24.70	24.70
Philadelphia and Erie,	287 56			*n*				
Philadelphia, Germantown and Chestnut Hill,	6.75	7.12		*n*				
Philadelphia, Germantown and Norristown,	6.40	14.20		*o*				
Philadelphia, Harrisburg and Pittsburgh,	40 60			*o*				
Philadelphia, Newtown and New York,	20.90	1.25		22.15	22.15		22.25	22.15
Philadelphia and Reading,	98.40	228.60	553.90	880.90	847.20		2,081.60	2,000.90
Philadelphia and Reading Terminal,	97	35		*o*				
Philadelphia and Trenton,	26.50	62		*n*				
Philadelphia, Wilmington and Baltimore,	94.89	21.90	511.90	628.69	94.03		1,034.35	186.88
Piekering Valley,	11.30			*o*				
Pine Creek,	74.80			*cc*				
Pittsburgh and Castle Shannon,	6.50			6.50	6.50		9.50	9.50
Pittsburgh, Chartiers and Youghiogheny,	15.74			15.74	15.74		26.45	26.45
Pittsburgh, Cincinnati, Chicago and St. Louis,	942.11	148.13	312.33	1,402.57	70.72		2,339.45	156.33
Pittsburgh and Connellsville,	146.70	2.10		148.80	146.50		268.98	266.68
Pittsburgh, Fort Wayne and Chicago,	469.89			*s*				

Pittsburgh Junction,	4.47	2.40		6.87	6.87		18.28	18.28
Pittsburgh and Lake Erie,	68.00	2.93	97.60	168.53	158.40	5.01	402.56	375.75
Pittsburgh, Marion and Chicago,	25.00			25.00	9.10		26.00	9.60
Pittsburgh, McKeesport and Youghiogheny,	84.75	10.93		*i*				
Pittsburgh and Moon Run,	5.00			5.00	5.00		7.00	7.00
Pittsburgh and Northern,	3.00			3.00	3.00		3.70	3.70
Pittsburgh, Shenango and Lake Erie,	106.70	42.26	21.70	170.66	165.66		211.56	204.56
Pittsburgh, Virginia and Charleston,	53.19	20.52		*n*				
Pittsburgh and Western,	197.30	13.00	141.70	352.00	223.20		515.05	345.09
Pittsburgh, Youngstown and Ashtabula,	99.00	25.19		*s*				
Plymouth,	8.90			*o*				
Pomeroy and Newark,	26.70			*n*				
Reading and Columbia,	39.50	13.20	6.30	59.00	59.00		76.00	76.00
Reading, Marietta and Hanover,	6.30			*fff*				
Reynoldsville and Falls Creek,	14.50			14.50	14.50		28.35	28.35
Ridgway and Clearfield,	27.23			*n*				
River Front,	3.62	24		*n*				
Rochester, Beaver Falls and Western,	.55			*s*				
Rupert and Bloomsburg,	1.60		80	2.40	2.40		3.10	3.10
Salisbury,	8.60	3.10		11.70	11.70		20.61	20.61
Schuylkill and Lehigh,	44.00			*o*				
Schuylkill River, East Side,	3.80	7.20		11.00	11.00		38.89	38.88
Schuylkill and Lehigh Valley,	39.57	2.64		*ff*				
Schuylkill Valley Navigation Railroad,	11.00			*o*				
Shamokin, Sunbury and Lewisburg,	31.10			*o*				
Shamokin Valley and Pottsville,	27.30	2.48		*t*				
Sharon,	16.31			*k*				
Sharpsville,	17.00	3.53		20.53	20.53		22.53	22.53
Sheffield and Spring Creek,	9.50			*l*				
Slackwater Connecting,	1.00			1.00	1.00		1.00	1.00
Slate Run,	13.00	2.00		15.00	15.00		15.00	15.00
Somerset and Cambria,	45.10			45.10	45.10		53.95	53.95
South Chester,	2.72	1.06		*h*				
South Easton and Philipsburg,	.33			.33	.33		.33	.33
South Fork,	8.12			*n*				
Southwest Pennsylvania,	44.79	67.08		*n*				
Southern Pennsylvania Railway and Mining Company,	21.40			*n*				
St. Mary's and Southwestern,	10.00			10.00	10.00		10.00	10.00
State Line and Sullivan,	24.00			*ff*				
Stewartstown,	7.20			7.20	7.20		8.40	8.40
Stony Creek,	10.30			10.30	10.30		12.94	12.94
Strasburg,	4.50			4.50	4.50		4.50	4.50

TABLE D—MILEAGE—CONTINUED.

NAME OF COMPANY.	Length of main line of road in miles.	Length in miles of branch roads owned.	Length of line operated under lease, contract or otherwise.	Total number of miles operated.	Total number of miles operated in Pennsylvania.	Miles of new line constructed during the year.	Aggregate length of all tracks, including yard tracks, sidings and spurs.	Aggregate length of all tracks in Pennsylvania, including yard tracks, sidings and spurs.
Sunbury, Hazleton and Wilkes-Barre,	43.44			*n*				
Sunbury and Lewistown,	43.45			*n*				
Susquehanna and Buffalo,	1.50			1.50	1.50		1.60	1.60
Susquehanna and Clearfield,	22.78	2.11		*n*				
Sugar Run,	8.00			8.00	8.00		9.50	9.50
Tamaqua, Hazleton and Northern,	9.90			9.90	9.90		11.40	11.40
Tiadaghton and Fahnestalk,	5.00	1.62		6.62	6.62		8.54	8.54
Tioga,	42.83	3.56	18.33	64.72	58.22		87.12	79.15
Tionesta Valley,	13.00	9.00	20.50	42.50	42.50		49.00	49.00
Tipton,	4.44			*n*				
Trenton Cut-off,	15.70			*n*				
Trescow,	7.56			7.56	7.56		7.56	7.56
Tuscarora Valley,	17.50			17.50	17.50		17.50	17.50
Tyrone and Clearfield,	49.63	83.24		*n*				
Ursina and North Fork,	4.00			4.00	4.00		4.00	4.00
Waynesburg and Washington,	28.15			28.15	28.15		30.11	30.11
West Chester,	5.22			*n*				
Western Maryland,	90.00		48.40	138.40	31.57		169.08	35.20
Western New York and Pennsylvania,	400.57	17.40	225.26	643.23	315.05		849.50	398.23
Western Pennsylvania,	70.63	49.75		*n*				
Wheeling, Pittsburgh and Baltimore,	61.80			61.80	50.30		88.41	73.91
Wilcox,	2.65			2.65	2.65		2.65	2.65
Wilcox and Rocky Run,	.80			.80	.80		.80	.80
Wilkes-Barre and Eastern,	64.90			64.90	64.90		70.21	70.21
Wilkes-Barre and Harvey's Lake,	14.06	1.12		*ff*				
Wilkes-Barre and Scranton,	4.85			4.85	4.85		12.23	12.23
Williamsport and North Branch,	44.40	.60		45.00	45.00	17.67	53.43	53.43

William's Valley,	12.00	. . . . .	. . . . .	12.00	12.00	. . .	12.00	12.00
Wilmington and Northern,	71.50	16.91	3.89	92.30	68.27	. .	118.71	68.27
Wind Gap and Delaware,	9.71	. . . . .	. . . . .	9.71	9.71	. . .	9.71	9.71
Youghiogheny, Northern,	2.60	. . . . .	. . . . .	*m*	. . . . .	. . . . .	. . . . .	. . . . .
Youghiogheny and Wick Haven,	.50	. . . . .	. . . . .	.50	.50	. . .	.75	.75
Total,	11,837.53	2,447.15	8,756.62	18,634.33	9,428.19	94.04	32,168.87	16,821.23

a Indicates roads are operated by Pittsburgh, Cincinnati, Chicago and St. Louis railroad.
b Indicates roads are operated by Baltimore and Harrisburg railroad.
c Indicates roads are operated by Coudersport and Port Allegheny railroad.
d Indicates roads are operated by Lake Shore and Michigan Southern railroad.
e Indicates roads are operated by Erie and Wyoming Valley railroad.
f Indicates roads are operated by Lehigh and Susquehanna railroad.
g Indicates roads are operated by Addison and Pennsylvania railroad.
h Indicates roads are operated by Philadelphia, Wilmington and Baltimore railroad.
i Indicates roads are operated by Pittsburgh and Lake Erie railroad.
j Indicates roads are operated by Delaware, Lackawanna and Western railroad.
k Indicates roads are operated by New York, Pennsylvania and Ohio railroad.
l Indicates roads are operated by Tionesta Valley railroad.
m Indicates roads are operated by Pittsburgh, McKeesport and Youghiogheny railroad.
n Indicates roads are operated by Pennsylvania railroad.
o Indicates roads are operated by Philadelphia and Reading railroad.
p Indicates roads are operated by Western New York and Pennsylvania railroad.
q Indicates roads are operated by Western Maryland railroad.
r Indicates roads are operated by New York, Lake Erie and Western railroad.
s Indicates roads are operated by Pennsylvania Company.
t Indicates roads are operated by Northern Central railroad.
u Indicates roads are operated by Cumberland Valley railroad.
v Indicates roads are operated by Bradford, Bordell and Kinzua railroad.
w Indicates roads are operated by Tioga railroad.
x Indicates roads are operated by Bradford, Eldred and Cuba railroad.
y Indicates roads are operated by Mt. Jewett, Kinzua and Ritersville railroad.
z Indicates roads are operated by Pittsburgh, Shenango and Lake Erie railroad.
& Indicates roads are operated by Rupert and Bloomsburg railroad.
aa Indicates roads are operated by Bangor and Portland railroad.
bb Indicates roads are operated by Pittsburgh and Connellsville railroad.
cc Indicates roads are operated by Falls Brook railroad.
dd Indicates roads are operated by Buffalo, Rochester and Pittsburgh railroad.
ee Indicates roads are operated by Pittsburgh and Western railroad.
ff Indicates roads are operated by Lehigh Valley railroad.
gg Indicates road are operated by Reading and Columbia railroad.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Total yearly compensation of persons employed, including officials.
Addison and Pennsylvania,	3	5	15			20		109	$47,898 11
Allegheny and Kinzua,	2		92	1		93		37	14,702 89
Allegheny Valley,	82	71	2,842	101		3,014		1,637	923,020 81
Altoona, Clearfield and Northern,	3	8	21			29		18	9,000 00
Baltimore and Harrisburg,	3	9	84	5		98		761	363,201 98
Baltimore and Lehigh,								99	34,307 62
Baltimore and Philadelphia,	3	5	8	2		15		500	296,025 37
Bangor and Portland,	7	10	23	28		61		120	45,432 76
Barclay Coal Company's Railroad,	5	3	21			24		23	17,598 20
Bear Rock,	1	1	3			4		1	600 00
Beaver and Ellwood,	2	3	3			6		17	5,880 00
Beech Creek,	47	11	2,830	46		2,887	2,250	760	428,674 06
Bellefonte Central,	3	9	50			59		30	16,313 00
Berlin,								12	5,609 76
Berlin Branch,								9	1,603 27
Bloomsburg and Sullivan,	4	8		18		26		41	19,345 06
Bradford, Bordell and Kinzua,	6	10	139	1		150		65	31,791 98
Bradford and Western Pennsylvania,	2	1	35			36		15	2,010 00
Brownstone and Middletown,	4	3	6	28		37		13	4,422 00
Buffalo, Rochester and Pittsburgh,	135	54	6,245	246		6,545	487	2,299	1,321,632 14
Buffalo and Susquehanna,	9	11	548			559		223	154,486 80
Catasauqua and Fogelsville,	6	6	6	2		14		45	17,282 88
Central Pennsylvania and Western,	2	2	8			10		35	13,556 16
Central Railroad Company of Pennsylvania,	5	6	38	3		47			
Chambersburg and Gettysburg,	1		4			4			

Chartiers,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	133	86,082 01
Chester and Delaware River,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	23	10,035 60
Clarion River,	2	2	10	. . . .	. . . .	12	. . . .	25	10,571 18
Cleveland and Pittsburgh,	97	72	3,920	121	. . . .	4,113	. . . .	1,658	1,023,823 29
Cornwall,	5	9	24	10	. . . .	43	. . . .	57	31,996 73
Cornwall and Lebanon,	10	17	19	26	. . . .	62	. . . .	118	48,344 65
Confluence and Oakland,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	20	9,118 33
Coudersport and Port Allegheny,	3	5	60	. . . .	. . . .	65	. . . .	33	18,768 00
Cumberland Valley,	34	63	652	57	. . . .	772	. . . .	817	430,358 28
Delaware and Hudson Canal Company's Railroad,	95	95	4,722	117	. . . .	4,934	. . . .	1.164	636,915 68
Delaware, Lackawanna and Western,	245	207	18,303	329	611	19,450	. . . .	4,942	262,002 88
Delaware, Susquehanna and Schuylkill,	26	3	1,513	65	. . . .	1,581	. . . .	372	191,611 03
Dunkirk, Allegheny Valley and Pittsburgh,	10	16	161	9	. . . .	186	82	280	148,662 06
East Broad Top,	9	13	302	8	. . . .	323	. . . .	117	43,620 23
Emporium and Rich Valley,	1	1	56	. . . .	. . . .	57	. . . .	14	5,245 34
Erie and Pittsburgh,	29	9	1,539	14	. . . .	1,562	. . . .	486	288,186 43
Erie and Wyoming Valley,	5	2	75	63	. . . .	140	. . . .	553	267,537 82
Falls Brook,	74	35	3,281	66	. . . .	3,382	. . . .	521	279,575 03
Fairmount, Morgantown and Pittsburgh,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	165	52,807 23
Gettysburg and Harrisburg,	3	13	2	. . . .	. . . .	15	. . . .	75	27,553 63
Greenlick,	1	1	24	. . . .	. . . .	25	. . . .	. . . .	. . . . .
Huntingdon and Broad Top Mountain,	23	11	249	49	. . . .	309	2,405	348	159,621 51
Hunter's Run and Slate Belt,	1	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	14	4,136 40
Ironton,	2	. . . .	. . . . .	2	. . . .	2	. . . .	16	7,750 60
Junction,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	31	16,438 21
Kinzua Creek and Kane,	3	. . .	17	. . . .	. . . .	17	. . . .	27	11,911 61
Kinzua Valley,	1	. . . .	10	. . . .	. . . .	10	. . . .	12	4,471 32
Kishacoquillas Valley,	1	1	1	. . . .	. . . .	2	. . . .	14	5,100 00
Lackawanna and Montrose,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	23	8,300 06
Lancaster, Oxford and Southern,	2	3	20	. . . .	. . . .	23	. . . .	23	10,509 90
Lake Shore and Michigan Southern,	592	434	66,466	557	3,946	21,403	. . . .	13,385	8,112,611 64
Lehigh and Lackawanna,	. . . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	40	16,048 67
Lehigh and Susquehanna,	155	21	19,991	211	. . . .	20,223	. . . .	2,628	1,551,231 42
Lehigh Valley,	661	358	47,762	1,633	. . . .	49,753	2.000	15,713	7,485,002 40
Ligonier Valley,	3	7	10	2	. . . .	19	. . . .	38	17,421 87
Little Saw Mill Run,	4	1	177	. . . .	. . . .	178	. . . .	36	17,052 98
McKeesport Connecting,	3	. . .	56	. . . .	. . . .	56	. . . .	27	12,616 27
Mahoning Valley,	1	1	402	. . . .	. . . .	403	200	15	7,433 83
Middletown and Hummelstown,	. . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	13	5,481 84
Monongahela Connecting,	7	. . . .	22	4	. . . .	26	. . . .	73	51,367 91
Monongahela River and Street's Run,	. . .	. . . .	. . . . .	. . . .	. . . .	. . . . .	. . . .	4	793 68
Mont Alto,	2	1	. . .	5	. . . .	6	. . . .	38	13,170 19
Montour,	2	2	210	. . .	. . . .	212	. . . .	31	13,058 59
Montrose,	2	4	24	5	. . . .	33	. . . .	27	11,602 68

TABLE E.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANY.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Total yearly compensation of persons employed, including officials.
Mount Jewett, Kinzua and Riterville,								49	$17,120 97
Mount Jewett and Smethport,	1	1	16			17		70	6,381 45
Mount Penn Gravity,	2	9		2		11		27	6,006 23
Neversink Mountain,								13	3,517 99
New Castle and Beaver Valley,								101	61,111 29
New Castle and Butler,	2		75			75		6	3,082 19
New Haven and Dunbar,	4						35		
Newport and Sherman's Valley,	2	2	18			20	50	56	11,010 41
New York, Lake Erie and Western,	617	606	12,349	345	548	13,848	15,578	14,910	9,140,090 35
New York, Chicago and St. Louis,	148	57	5,060	80	1,497	6,694	991	3,317	2,457,897 05
New York, Pennsylvania and Ohio,								16	50,770 00
New York, Susquehanna and Western,	50	53	2,852	28		2,933		1,182	495,309 48
Nittany Valley,	3		10			10			
North Bend and Kettle Creek,	2		59			59		20	7,485 44
Northern Central,	191	161	6,350	415	600	7,526	2,456	4,444	2,311,171 64
North East Pennsylvania,								50	18,427 16
Ohio and Baltimore Short Line,								14	8,333 19
Ohio Connecting,								15	9,812 64
Oregon and Texas,	1	1	2			3		17	3,329 53
Pennsylvania,	1,805	1,749	61,686	3,845	7,306	74,586	21,557	49,001	27,610,222 66
Pennsylvania Company,	28	58	10,135	35		10,228	800		
Pennsylvania and North Western,	45	11	1,008	24		1,043	500	469	205,257 68
Penn Gas Coal Company's Railroad,	2	3	2	2		7		26	13,396 87
People's,	1	8	3			11			
Perkiomen,				19		19		154	82,673 22

Perry County,	2	2	1			3		22	7,038	00
Philadelphia and Chester Valley,								35	15,263	10
Philadelphia, Newtown and New York,								94	43,920	84
Philadelphia and Reading,	791	760	30,478	660		31,898		16,396	8,953,432	62
Philadelphia, Wilmington and Baltimore,	225	391	3,103	556		4,050	1,000	6,395	3,529,756	83
Pittsburgh and Castle Shannon,	4	10	345			355		137	58,363	85
Pittsburgh, Chartiers and Youghiogheny,	7	4	40	10		54		86	38,958	80
Pittsburgh, Cincinnati and St. Louis,	442	366	9,708	318		10,392	1,000	9,943	6,237,325	57
Pittsburgh and Connellsville,	54	38	1,811	80		1,929		2,292	1,160,592	63
Pittsburgh, Fort Wayne and Chicago,	348	310	9,755	178		10,243		7,537	4,891,093	03
Pittsburgh Junction,	7							125	81,608	83
Pittsburgh and Lake Erie,	80	62	4,752	127		4,941		2,196	1,345,686	94
Pittsburgh, Marion and Chicago,	3	2		16	27	45		63	18,465	55
Pittsburgh and Moon Run,	1	1		6		7				
Pittsburgh and Northern,	1	2				2		6	3,150	00
Pittsburgh, Shenango and Lake Erie,	27	24	542	31		597	1,006	525	254,059	69
Pittsburgh and Western,	95	37	4,101	74		4,212		1,430	725,782	25
Pittsburgh, Youngstown and Ashtabula,			1,780	10		1,790		575	388,380	60
Reading and Columbia,	9	5	24	19		48		261	140,090	90
Reynoldsville and Falls Creek,	3	1	3	1		5		82	43,699	16
Rupert and Bloomsburg,								10	3,188	81
Salisbury,	1	1						18	10,416	33
Sharpsville,	4	1		3		4		36	14,666	60
Slackwater Connecting,	2							18	7,962	33
Slate Run,	2		56			56		25	7,155	11
Somerset and Cambria,	1	1				1		92	46,818	57
St. Mary's and Southwestern,	1	2	250			252		20	22,763	76
Stewartstown,	1	2	1			3		17	4,725	90
Stony Creek,								41	17,634	45
Susquehanna and Buffalo,	2		3			3		9	3,440	00
Sugar Run,	1							17	9,405	51
Tamaqua, Hazleton and Northern,								30	12,145	44
Tiadaghton and Fahnestalk,	1							25	3,724	60
Tioga,	7	10	192	7		209				
Tionesta Valley,	3	2	181	1		185		45	25,990	75
Tuscarora Valley,	3	5	34			39		16	2,520	00
Ursina and North Fork,	1	1				1		5	1,514	00
Waynesburg and Washington,	4	7	48	13		68		64	28,261	60
Western Maryland,	48	75	732	12	50	869	125	761	363,201	98
Western New York and Pennsylvania,	153	126	7,806	325		8,257	392	2,882	1,575,344	17
Wheeling, Pittsburgh and Baltimore,								415	222,270	54
Wilkes-Barre and Eastern,	15	9	510	9		528				
Wilkes-Barre and Harvey's Lake,	2		7			7				
Williamsport and North Branch,	7	10		2		12		116	52,246	78

TABLE F.—EQUIPMENT AND PERSONS EMPLOYED—CONTINUED.

NAME OF COMPANIES.	Number of locomotives.	Number of cars in passenger service.	Number of cars in freight service.	Number of cars in company's service.	Number of cars in fast freight line service.	Total number of cars owned.	Number of cars leased.	Number of persons employed, including officials.	Total yearly compensation of persons employed, including officials.
William's Valley,	1	3	. . . 408	. . . 16	. . . .	3 463	. . . .	16 428	$9,600 28 248,084 41
Wilmington and Northern,	28	39							
Total	7,789	6,670	309,397	11,104	14,585	341,756	60,114	176,228	$99,683,991 55

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains — miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Addison and Pennsylvania,	45,698	57,592	103,290	25	25	18
Allegheny Valley,	807,346	900,375	1,707,721	25	33	17
Altoona, Clearfield and Northern,	. . . . .	. . . . .	. . . . .	15	. . . . .	. . . . .
Baltimore and Philadelphia,*	622,929	305,564	928,493	. . . . .	. . . . .	. . . . .
Bangor and Portland,	75,120	42,270	117,390	30	30	20
Beaver and Elwood,	. . . . .	. . . . .	. . . . .	20	. . . . .	12
Beech Creek,	193,494	467,816	661,310	25	25	12
Bellefonte Central,	. . . . .	43,091	43,091	. . . . .	. . . . .	. . . . .
Berlin,	10,112	4,920	15,032	. . . . .	. . . . .	. . . . .
Berlin Branch,	. . . . .	7,994	7,994	. . . . .	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	32,200	18,780	50,980	15	15	10
Bradford and Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	15
Buffalo, Rochester and Pittsburgh,	557,010	1,691,158	2,248,168	25	25	8
Buffalo and Susquehanna,	. . . . .	129,719	129,719	. . . . .	. . . . .	. . . . .
Catasauqua and Fogelsville,	8,972	31,633	40,605	. . . . .	. . . . .	. . . . .
Central Pennsylvania and Western,	. . . . .	44,446	44,446	20	. . . . .	. . . . .
Chartiers, a,	100,157	52,480	152,637	20	32	15
Chester and Delaware River,	. . . . .	3,748	3,748	. . . . .	. . . . .	. . . . .
Cleveland and Pittsburgh, b,	706,807	859,805	1,566,612	24	27	12
Cornwall,	33,672	16,559	50,231	30	30	15
Cornwall and Lebanon,	73,218	31,931	105,149	40	. . . . .	20

* This company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

a This company though leased to the Pittsburg, Cincinnati, Chicago and St. Louis Railroad Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

b This company though leased to the Pennsylvania Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Confluence and Ookland, *	. . . . .	12,660	12,660	. . . .	. . . . .	. . . . .
Coudersport and Port Allegheny,	. . . . .	49,900	49,900	20	. . . . .	. . . . .
Cumberland Valley,	416,884	209,116	626,000	. . . .	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	359,675	1,192,865	1,552,540	22	27	12
Delaware, Lackawanna and Western,	946,088	5,446,494	6,392,582	25	35	15
Delaware, Susquehanna and Schuylkill,	72,318	199,195	271,513	28	. . . . .	15
Dunkirk, Allegheny Valley and Pittsburgh,	123,920	86,177	210,097	28	. . . . .	14
East Broad Top,	. . .	8,451	8,451	15	. . . . .	12
Erie and Pittsburgh, c,	193,022	352,628	545,650	28	28	15
Erie and Wyoming Valley,	129,512	202,664	332,176	28	. . . . .	15
Falls Brook,	130,134	337,087	467,221	18	28	15
Fairmount, Morgantown and Pittsburgh,*	58,397	155,907	214,304	. . . . .	. . . . .	. . . . .
Gettysburgh and Harrisburg,	62,396	43,504	105,900	. . . . .	. . . . .	. . . . .
Huntingdon and Broad Top Mountain,	80,350	299,963	380,313	. . . . .	. . . . .	. . . . .
Hunter's Run and Slate Belt,	. . . . .	12,783	12,783	. . . . .	. . . . .	. . . . .
Ironton,	. . . . .	5,028	5,028	. . . . .	. . . . .	6
Kinzua Creek and Kane,	. . . . .	18,288	18,288	. . . . .	. . . . .	. . . . .
Kinzua Valley,	. . . . .	5,550	5,550	. . . . .	. . . . .	. . . . .
Kishacoquillas Valley,	. . . . .	14,352	14,352	. . . . .	. . . . .	25
Lackawanna and Montrose,	12,466	12,472	24,938	. . . . .	. . . . .	15
Lake Shore and Michigan Southern,	5,080,095	8,135,661	13,215,756	27	36	11
Lehigh and Lackawanna,	57,568	36,382	93,950	25	. . . . .	12
Lehigh and Susquehanna,*	679,359	2,230,777	2,910,136	28	45	15
Lehigh Valley,	4,606,307	11,854,902	16,461,209	. . . .	. . . . .	. . . . .
Ligonier Valley,	14,370	11,742	26,112	20	. . . . .	15
Little Saw Mill Run,	5,313	11,373	16,686	10	. . . . .	6
Mahoning Valley,	. . . . .	16,895	16,895	. . . . .	. . . . .	20

* See foot note * Table A.

Middletown and Hummelstown,	19,351	7,802	27,153	. .	. .	. .	. .
Mont Alto,	26,576	12,152	38,728	25	. .	. .	12
Montrose,	8,000	24,000	32,000	25	. .	. .	14
Mount Jewett, Kinzua and Riterville,	. .	9,985	9,985	. .	. .	. .	12
Mount Jewett and Smethport,	. .	10,190	10,190	10	. .	. .	10
Mount Penn Gravity,	20,080	. .	20,080	10	. .	. .	. .
New Castle and Beaver Valley, d,	40,502	25,273	66,775	28	28	. .	15
New Castle and Butler,	. .	11,440	11,440	. .	. .	. .	. .
Newport and Sherman's Valley,	. .	45,000	45,000	16	. .	. .	. .
New York, Lake Erie and Western,	5,292,163	9,163,995	14,456,158	30	30	. .	15
New York, Chicago and St. Louis,	1,187,145	3,709,399	4,896,544	26	33	. .	13
New York, Susquehanna and Western,	589,744	645,176	1,234,920	. .	. .	. .	. .
Northern Central,	1,507,667	2,355,725	3,863,392	25	32	. .	12
Ohio and Baltimore Short Line,	. .	4,846	4,846	. .	. .	. .	. .
Oregon and Texas,	. .	9,010	9,010	. .	. .	. .	8
Pennsylvania,	14,908,880	20,400,355	35,309,235	38	38	. .	15
Pennsylvania and North Western,	83,254	213,803	297,057	25	. .	. .	15
Penn Gas Coal Company's Railroad.,	. .	12,520	12,520	18	. .	. .	. .
Perkiomen,	63,933	171,724	235,657	25	. .	. .	18
Perry County,	. .	36.192	36,192	18	. .	. .	. .
Philadelphia and Chester Valley,	34,312	29,275	63,587	. .	. .	. .	. .
Philadelphia, Newtown and New York,	. .	. .	. .	20	. .	. .	12
Philadelphia and Reading,	4,780,088	8,238,877	13,018,965	. .	. .	. .	. .
Philadelphia, Wilmington and Baltimore,	4,377,723	2,128,038	6,505,761	30	45	. .	25
Pine Creek,	152,476	493,696	646,172	18	28	. .	15
Pittsburgh and Castle Shannon,	53,131	6,950	60,081	12	. .	. .	12
Pi'tsburgh, Chartiers and Youghiogheny,	40,854	26,325	67,179	20	. .	. .	10
Pittsburgh, Cincinnati, Chicago and St. Louis.	4,617,460	7,115,114	11,732,574	28	31	. .	13
Pittsburgh and Connellsville.	832,309	778,610	1,610,919	. .	. .	. .	. .
Pittsburgh. Fort Wayne and Chicago.	3,135,605	3,969,748	7,105,353	31	36	. .	18
Pittsburgh and Lake Erie.	597,123	883,337	1,480,460	30	35	. .	12
Pittsburgh. Marion and Chicago.	35,082	17,541	52,623	20	. .	. .	12
Pittsburgh, Shenango and Lake Erie,	266,132	279,268	545,400	. .	. .	. .	. .
Pittsburgh and Western,	487,986	562,826	1,050,812	. .	. .	. .	. .
Pittsburgh, Youngstown and Ashtabula, e,	222,921	403,885	626,806	28	28	. .	15
Reading and Columbia,	153,992	127,410	281,402	. .	. .	. .	. .

* This company being leased to the Baltimore and Ohio Railroad Company. a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

e This company though leased to the Pennsylvania Company. the figures relating to operations are however included in the report of the lessor company and the financial report of the lessor company. The statistics are compiled from both the operating report of the lessee company, and the financial report of the lessor company.

* See foot note * Table A.

d This company, though leased to the Pennsylvania Company. the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

e This company. though leased to the Pennsylvania Company, the figures relating to operations are however included in the report of the lessor company. The statistics are compiled from both the operating report of the lessee company and the financial report of the lessor company.

TABLE F—MILES RUN BY TRAINS AND RATE OF SPEED IN MILES PER HOUR, INCLUDING STOPS.—CONTINUED.

NAME OF COMPANY.	Number of miles run by passenger trains.	Number of miles run by freight and mixed trains.	Total number of miles run.	Rate of speed of ordinary passenger trains—miles per hour.	Rate of speed of express trains—miles per hour.	Rate of speed of freight trains—miles per hour.
Rupert and Bloomsburg,	11,115	1,753	12,868	. . . .	. . . . .	. . .
Salisbury,*	. . . . .	5,315	5,315	. . . .	. . . . .	. . .
Ssarpsville,	. . . . .	22,300	22,300	. . . .	. . . . .	15
Slate Run,	. . . . .	10,000	10,000	. . . .	. . . . .	. . .
Somerset and Cambria,	62,666	60,303	122,969	. . . .	. . . . .	. . .
Stony Creek,	26,031	10,816	36,847	25	. . . . .	15
Sugar Run,	. . . . .	4,224	4,224	. . . .	. . . . .	10
Tamaqua, Hazleton and Northern,	. . . . .	12,937	12,937	. . . .	. . . . .	. . .
Tiadaghton and Fahnestalk,	. . . . .	4,536	4,536	. . . .	. . . . .	6
Tioga,	89,859	140,544	230,403	25	. . . . .	15
Tionesta Valley,	29,200	18,980	48,180	20	20	10
Waynesburg and Washington,	38,488	24,032	62,520	17	. . . .	11
Western New York and Pennsylvania,	1,162,698	1,524,474	2,687,172	30	30	12
Wheeling, Pittsburgh and Baltimore,	230,249	282,802	513,051	. . . .	. . . . .	. . .
Wilkes-Barre and Eastern,	9,664	77,898	87,562	20	. . . . .	10
Williamsport and North Branch,	62,391	36,285	98,676	20	. . . . .	15
William's Valley,	. . . . .	47,970	47,970	. . . .	. . . . .	. . .
Wilwington and Northern,	256,255	188,878	445,133	35	. . . . .	18
Total,	61,808,014	100,152,331	161,960,345	. . . . .	. . . . .	. . . . .

* This company being leased to the Baltimore and Ohio Railroad Company, a corporation not organized in Pennsylvania and therefore making no report to this department, the figures relating to operations are included in the report of the lessor company.

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipt per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	65,361	1,045,776	16	$23,554 85	36.038	2.252	1.422	$599 24
Allegheny Valley,	1,456,209	26,195,554	18	631,222 37	43.347	2.410	1.442	2,680 98
Altoona, Clearfield and Northern,	43,540	348,320	8	6,310 33	14.491	1.812	. . .	. . . . .
Baltimore and Harrisburg,	267,697	5,614,278	21	85,718 69	32.020	1.527	. . .	1,073 05
Baltimore and Lehigh,	70,466	808,989	11	19,921 13	28.271	2.092	. . .	580 68
Baltimore and Philadelphia,*	1,523,173	23,363,321	15	345,118 15	22.658	1.477	1.027	6,614 95
Bangor and Portland,	165,079	1,272,715	8	30,402 65	18.411	2.388	5.792	850 97
Barclay Coal Company's Railroad,	. . . . .	. . . . .	. . .	6,125 43	. . .	. . .	. . .	. . . . .
Bear Rock,	. . . . .	. . . . .	. . .	160 60	. . .	. . .	. . .	. . . . .
Beaver and Ellwood,	17,955	53,865	3	1,795 46	9.900	3.300	. . .	. . . . .
Beech Creek,	166,535	2,936,957	18	76,351 87	45.847	2.600	5.336	598 90
Bellefonte Central,	30,549	. . . .	.	11,561 42	. . .	. . . . .	. . . . .	. . . . .
Berlin,	9,426	73,529	8	1,653 02			. . . . .	. . . . .
Berlin Branch,	8,401	36,683	4	1,308 75	15.698	2.243	1.633	247 93
Bloomsburg and Sullivan,	. . . . .	. . . . .	. . .	16,565 31				. . . . .
Bradford, Bordell and Kinzua,	30,816	462,240	15	15,671 93	50.856	3.390	3.536	698 93
Brownstone and Middletown,	22,902	45,804	2	730 76	3.191	. . .	. . .	. . .
Buffalo, Rochester and Pittsburgh.	771,128	16,133,349	21	350,989 19	45.516	2.176	1.956	1,170 78
Buffalo and Susquehanna,	44,733	548,216	13	20,305 63	45.500	3.500	. . .	. . . . .
Catasauqua and Fogelsville,	12,287	67,571	6	1,835 83	14.941	2.717	. . .	67 49
Central Pennsylvania and Western,	26,075	225,931	.	7,217 52	27.960	3.190	. . .	232 82
Central Railroad Company of Pennsylvania,	17,075	215,240	13	3,979 62	23.300	1.849	. . .	. . . . .
Chambersburg and Gettysburg,	. . . . .	. . . . .	. . .	35 89	. . .	. . . . .	. . .	. . . . .
Chartiers, a	435,888	4,690,606	11	111,541 31	25.589	2.378	1.607	4,750 48

* See foot note * Table F.
a See foot note † Table F.

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Clarion River,	53,847	. . . . .	. .	$2,996 20	. . .	4.400	. . .	$249 68
Cleveland and Pittsburgh,*	1,094,847	24,618,522	22	557,794 83	50.947	2.266	2.122	2,490 38
Cornwall,	81,121	486,726	6	12,578 78	15.506	2.584	2.426	992 80
Cornwall and Lebanon,	114,045	1,195,322	10	22,090 36	19.369	1.848	. . . . .	1,099 91
Confluence and Oakland, *	10,993	104,428	10	2,405 94	. . .	. . . . .	. . . . .	. . .
Coudersport and Port Allegheny,	30,458	381,630	11	16,706 74	46	. . . . .	. . . . .	645 80
Cumberland Valley,	845,056	14,463,701	17	297,369 41	35.189	2.056	. . . . .	2,397 10
Delaware and Hudson Canal Company's Railroad,	1,110,293	11,814,544	11	261,085 33	23.515	2.210	1.476	2,773 90
Delaware, Lackawanna and Western,	1,533,527	44,788,843	29	876,558 05	57.159	1.957	1.377	6,667 98
Delaware, Susquehanna and Schuylkill,	33,660	295,719	8	8,095 56	24.051	2.738	. . .	143 53
Dunkirk, Allegheny Valley and Pittsburgh,	205,900	3,416,989	17	88,493 67	42.979	2.590	5.318	1,103 13
East Broad Top,	45,866	567,955	12	15,693 09	34.210	2.760	2.380	351 70
Emporium and Rich Valley,	3,610	24,963	7	1,094 20	30.310	4.380	. . .	109 42
Erie and Pittsburgh,*	192,500	3,661,348	19	93,755 99	48.704	2.561	2.968	926 35
Erie and Wyoming Valley,	156,229	3,103,749	19	43,198 19	27.650	1.391	1.128	678 34
Falls Brook,	213,360	2,766,278	13	75,821 02	35.536	2.740	1.959	894 24
Fairmount, Morgantown and Pittsburgh,*	88,494	1,200,550	14	30,052 65	. . .	. . . . .	. . . . .	. . .
Gettysburg and Harrisburg,	114,870	1,576,359	14	28,770 73	25.046	1.372	. . . .	944 57
Huntingdon and Broad Top Mountain,	90,358	1,656,002	18	46,841 54	. . .	. . . . .	. . . . .	. . .
Hunter's Run and Slate Belt,	19,578	129,123	6	1,575 83	8.500	1.520	1.500	155 46
Kinzua Valley,	1,592	7,960	5	238 92	15	3	. . . . .	23 59
Kishacoquillas Valley,	17,000	115,841	7	3,475 25	20	2	. . . . .	347 52
Lackawanna and Montrose,	31,958	323,933	10	9,083 17	28.422	2.804	2.067	992 06
Lancaster, Oxford and Southern,	17,172	. . . . .		4,691 11	26.800	. . .	. . .	234 56
Lake Shore and Michigan Southern,	4,980,386	298,676,223	60	6,179,801 73	124.083	2.069	1.807	8,078 23

Lehigh and Lackawanna,	88,346	1,102,684	12	24,877 40	28.159	2.256	. . . .	737 97
Lehigh and Susquehanna,*	1,091,661	12,720,535	12	265,294 70	24.302	2.077	. . .	1,252 23
Lehigh Valley,	4,682,869	402,377,430	22	1,092,631 83	44.690	2.040	. . .	1,724 42
Ligonier Valley,	80,914	528,186	7	15,351 07	18.972	2.906		1,518 50
Little Saw Mill Run,	43,855	131,565	3	2,922 64	6.664	2.221	1.696	974 21
Mahoning Valley,	7,679	14,513	2	570 71	7.300	3.862	3.003	77 88
Middletown and Hummelstown,	37,041	170,587	5	4,235 08	11.433	2.483	. . . .	641 68
Mont Alto,	67,396	607,589	9	11,050 63	16.396	1.818	2.030	760 62
Montour,	23,856	202,776	8	5,009 78		. . .		455 43
Montrose,	16,434	201,550	12	6,269 78	38.150	3.110	.820	295 19
Mount Jewett, Kinzua and Riterville,	4,229	21,144	5	969 03	22.914	4.583	4.500	50 52
Mount Jewett and Smethport,	1,349	6,745	5	268 65	19.914	3.982	. . . .	53 73
Mount Penn Gravity,	66,475	531,800	8	13,199 13	19.855	2.482	2.002	1,649 89
Mount Pleasant and Broadford,	95,684	506,434	5	5,035 83	. . .	. . . .	. . . .	. . . .
Neversink Mountain,	47,762	525,382	11	9,707 80	20.300	1.800	. .	1,213 47
New Castle and Beaver Valley,c,	144,913	597,761	4	17,564 62	12.121	2.938	4.748	1,172 54
Newport and Sherman's Valley,	33,306	429,165	13	9,811 36	29.460	2.290	1.150	344 26
New York, Lake Erie and Western,	11,967,285	288,844,710	24	4,223,410 58	35.291	1.462	.929	4,460 81
New York, Chicago and St. Louis,	595,547	103,563,280	174	1,474,294 79	2 47.553	1.423	.883	2,901 88
New York, Susquehanna and Western,	1,612,092	23,442,893	15	326,173 95	20.234	1.391	. . .	550 64
Northern Central,	4,257,929	57,963,924	14	1,228,854 39	28.860	2.120	1.863	3,974 71
Pennsylvania,	40,704,330	748,872,408	18	14,923,062 15	36.662	1.993	1.537	6,852 85
Pennsylvania and North Western,	85,911	1,279,025	15	39,726 01	46.200	3.100	2.600	633 38
Penn Gas Coal Company's Railroad,	22,269	148,273	8	5,189 55	23,300	3.500	. .	518 95
Perkiomen,	181,500	1,789,590	10	43,458 84	23.944	2.428	3.232	1,367 39
Perry County,	44,483	. . . .	.	8,846 06	19.080	. .	. . . .	384 64
Philadelphia and Chester Valley,	39,098	291,759	7	6,748 93	17.006	2.313	. . . .	346 67
Philadelphia, Newtown and New York,	591,127	4,729,016	8	80,402 87	13.600	1.700	.	3,801 80
Philadelphia and Reading,	19,804,118	235,165,485	12	4,379,588 09	22.115	1.862	. .	5,431 90
Philadelphia, Wilmington and Baltimore,	11,040,086	199,235,532	18	4,109,918 48	37.227	2.063	1.768	7,604 14
Pine Creek,	121,737	2,341,317	19	56,291 75	46.240	2.404	1.528	864 21
Pittsburgh and Castle Shannon,	922,606	1,571,237	2	40,017 50	04.337	2.542	2.128	6,156 54
Pittsburgh, Chartiers and Youghiogheny,	81,414	468,173	6	12,619 03	15.500	2.695	3.306	736 23
Pittsburgh, Cincinnati, Chicago and St. Louis,	5,913,306	206,545,263	35	3,951,940 98	66.831	1.913	1.451	3,433 66
Pittsburgh and Connellsville,	1,899,598	41,808,913	22	719,858 29	. .	. .	. .	. .
Pittsburgh, Fort Wayne and Chicago,c,	3,899,597	188,079,097	48	3,631,614 85	93.367	1.931	1.206	7,728 65
Pittsburgh Junction,	88,000	. . . .	.	13,302 51	. . . .	. . . .	. . . .	. . . .
Pittsburgh and Lake Erie,	1,374,764	25,360,940	18	482,155 82	35.072	1.901	. .	3,166 74
Pittsburgh, Marion and Chicago,	26,676	273,089	10	6,975 54	26.149	2.554	2.355	365 54

b See foot note b Table F.
*See foot note * Table F.
c See foot note † Table F.
* See foot note * Table A.

TABLE G.—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—CONTINUED.

NAME OF COMPANY.	Number of passengers carried earning revenue.	Number of passengers carried one mile.	Average distance carried.	Total passenger revenue.	Average amount received from each passenger.	Average receipts per passenger per mile.	Estimated cost of carrying each passenger one mile.	Passenger earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Pittsburgh and Moon Run,	. . . . .	. . . . .	. . .	2,268 72	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh and Northern,	21,289	36,192	2	921 26	4.327	2.545	8,898	$230 34
Pittsburgh, Shenango and Lake Erie,	368,069	8,040,439	22	153,508 66	41.706	1.909	. . . . .	1,166 03
Pittsburgh ann Western,	842,756	15,363,287	18	364,263 54	43.223	2.371	. . . . .	1,732 11
Pittsburgh, Youngstown and Ashtabula,*.	288,525	4,783,973	17	125,688 51	43.562	2.627	3.484	982 79
Reading and Columbia,	413,328	5,385,588	13	115,858 14	28.030	2.151	. . .	1,918 17
Rupert and Bloomsburg,	48,920	74,999	2	2,533 15	5.137	3.378	. . . .	1,645 28
Salisbury,*	3,603	28,792	8	581 78	. . . . .	. . . . .	. . . . .	. . .
Schuylkill River, East Side,	1,095,946	2,191,892	2	102,546 24	9.357	4.678	. . . . .	9,817 69
Sharpsville,	7,180	46,670	7	3,417 21	35.500	5.461	8.253	166 45
Somerset and Cambria,	112,597	1,938,920	17	41,967 46	. . . . .	. . . . .	. . . . .	. . . . .
St. Mary's and Southwestern,	1,321	11,240	9	393 45	29.784	3.500	. . . . .	39 34
Stewartstown,	18,240	. . . . .	. . .	3,195 02	. . . . .	. . . . .	. . . . .	455 46
Stony Creek,	88,098	715,756	8	1,5468	17.558	2.162	3.665	1,623 48
Tioga,	143,620	2,306,801	16	54,735 33	38.100	2.373	1.731	974 90
Tioncsta Valley,	13,162	171,064	13	8,553 19	65.029	5.	. . .	201 26
Ursina and North Fork,	334	. . . . .	. . .	47 97	. . . . .	. . . . .	. . . . .	. . . . .
Warren and Farnsworth,	44,100	797,982	18	25,233 62	57.219	3.162	2.777	896 39
Western Maryland,	844,962	17,181,531	20	300,443 86	35.557	1.749	. . . .	2,780 12
Western New York and Pennsylvania,	1,459,668	31,449,065	22	691,801 69	47.394	2.200	1.881	1,289 49
Wheeling, Pittsburgh and Baltimore,*	394,651	8,693,228	22	186,448 04	. . . . .	. . . . .	. . . . .	. . . . .
Wilkes-Barre and Eastern,	2,125	55,619	26	1,484 94	69.880	2.670	. . .	22 88
Williamsport and North Branch,	62,546	765,450	12	21,956 96	35.105	2.869	2.726	554 73
William's Valley,	71,747	. . . . .	.	11,961 76	15.200	. . .	. . . . .	996 81
Wilmington and Northern,	382,536	3,558,444	9	81,248 50	21.239	2.283	2.096	1,062 27
Total,	134,798,580	2,855,622,363	. . .	$55,015,984 08	. . . . .	. . . . .	. . . . .	. . . . .

† See foot note † Table F. *See foot note * Table F.

TABLE H.—KIND OF FREIGHT CARRIED IN TONS.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Addison and Pennsylvania,	10,696	6,617	4,198	27,793	2,848	1,743	912
Allegheny Valley,	75,655	22,907	1,976,946	274,965	1,241,351	41,839	192,811
Altoona, Clearfield and Northern,	6	. . .	62,068	61	. . .	40	. . .
Baltimore and Harrisburg,	21,159	5,345	129,781	12,401	20,035	. . .	78,338
Baltimore and Lehigh,	7,089	5,495	12,633	6,104	3,965	868	984
Baltimore and Philadelphia,*	9,677	56,026	783,653	122,983	493,547	45,172	262,777
Bangor and Portland,	9,104	1,325	125,752	9,391	7,584	1,305	2,166
Barclay Coal Company's Railroad,	413	1,715	37,642	27,635	82	2,035	38
Bear Rock,	. . .	. . .	2,500	. . .	. . .	. . .	. . .
Beaver and Ellwood,	135	2	26,024	2,123	12,078	3,991	545
Beech Creek,	10,159	3,293	2,405,984	85,900	22,068	7,617	6,231
Bellefonte Central,	1,403	. .	27,069	1,758	16,323	. .	949
Berlin,	2,132	33	10,684	1,891	2,626	196	987
Berlin Branch,	1,777	292	2,027	1,058	1,022	.	2,610
Bradford, Bordell and Kinzua,	4,958	533	640	37,426	9,355	2,418	119
Bradford, and Western Pennsylvania,	. . .	. . .	. . .	10,221	. . .	. . .	. . .
Brownstone and Middletown,	. .	. .	66,084	469	66	.	243
Buffalo, Rochester and Pittsburgh,	111,402	19,070	2,285,019	246,693	249,849	60,443	10,256
Buffalo and Susquehanna,	. . .	. . .	. . .	446,723	. . .	47,554	. . .
Catasauqua and Fogelsville,	. . .	. . .	102,776	. . .	59,626	3,115	7,254
Central Pennsylvania and Western,	1,762	. . .	5,513	6,506	4,790	2,285	3,062
Central Railroad Company of Pennsylvania,	1,023	91	42,880	1,743	1,806	615	507
Chambersburg and Gettysburg,	. . .	. .	1,243	2,031	. .	811	. .
Chartiers, a,	8,001	9,585	886,169	16,945	53,072	5,017	7,862
Chester and Delaware River,	56,022	7,029	265,490	25,000	17,815	. . .	8,795
Clarion River,	1,404	2,531	781	53,853	1,875	. . .	19

* See foot note * Table F.
a See foot note * Table F.

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous
Cleveland and Pittsburgh, b,	88,721	22,427	1,723,219	106,589	1,032,479	62,993	98,633
Cornwall,			236,276		45,018		20,775
Cornwall and Lebanon,	2,324	2,538	290,228	8,934	101,669	26,255	1,671
Confluence and Oakland,*	1,694	26	2,587	16,581	583	95	3,570
Coudersport and Pine Creek,	4,220	7,240	1,960	70,360		19,292	
Cumberland Valley,	87,498	22,608	287,491	114,940	126,501	72,527	35,513
Delaware and Hudson Canal Company's Railroad,	75,719	23,689	1,829,257	103,659	320,954	16,130	68,006
Delaware, Lackawanna and Western,	251,469	331,386	8,534,835	320,444	567,430	350,108	208,195
Delaware, Susquehanna and Schuylkill,	2,440	311	1,933,258	13,425	7,947	630	421
Dunkirk, Allegheny Valley and Pittsburgh,	25,240	6,392	24,947	77,636	48,741	12,506	11,592
East Broad Top,	1,761	1,099	117,811	7,357	1,286	774	297
Emporium and Rich Valley,				16,381			
Erie and Pittsburgh, e,	19,031	7,101	928,323	42,338	181,356	7,417	29,350
Erie and Wyoming Valley,	9,975	331	2,537,272	16,691	9,111	17,791	21,829
Falls Brook,	339,580	32,989	1,935,040	193,099	125,017	81,944	31,847
Fairmount, Morgantown and Pittsburgh,*	2,124	857	527,557	11,340	9,414	343	8,583
Falls Creek,			177,257				
Gettysburg and Harrisburg,	10,643	310	119,598	17,643		1,455	21,031
Greenlick,				18			
Huntingdon and Broad Top Mountain,	8,680	1,390	2,013,314	106,024	40,213	65,157	
Hunter's Run and Slate Belt,	140	10	8,000	350	5,324	3,084	101
Ironton,	594		62,954	143	81,631	49	14,805
Kinzua Creek and Kane,				49,126	73	1,092	
Kinzua Valley,	92		42	49,073	39	946	
Lackawaxen and Equillas Valley,	1,209	388	2,113	1,335	1,119	232	100
Laekawanna and Montrose,	6,428	1,105	6,609	975	201	1,727	178
Lake Shore and Michigan Southern,	1,961,909	1,087,505	4,893,515	601,159	1,827,477	524,846	444,344

Lehigh and Lackawanna	4,986	83	61,661	5,085	2,085	514	139,716
Lehigh and Susquehanna,*	95,543	10,098	5,780,739	108,260	393,506	24,442	2,801,162
Lehigh Valley,	1,182,039	198,256	8,865,981	454,395	486,321		1,355,349
Ligonier Valley,	533	419	103,020	3,650	1,010	7,485	640
Little Saw Mill Run,			195,778				2,880
Mahoning Valley,	101	7	169,089	634	116	135	239
Middletown and Hummelstown,	250		11,753	629	7,246		8,800
Monongahela River and Street's Run,	60		27,598		580		
Mont Alto,	2,650	114	10,856	4,974	4,650	3,221	1,237
Montour,			64,494				3,159
Montrose,	1,243	1,434	5,083	844	824	2,393	217
Mount Jewett and Smethport,	268	5	3	49,845	3,243	110	5
Mount Pleasant and Broadford,	1,755	155	231,929	6,825	14,982	695	3,326
New Castle and Beaver Valley, e,	22,691	6,368	1,321,096	59,198	301,111	5,930	36,313
New Castle and Butler,			55,429				
New Haven and Dunbar,	71		103,769	784	12,394	19	13,748
Newport and Sherman's Valley,	1,262	817	1,786	12,220	156	75	4,548
New York, Lake Erie and Western,	1,686,005	552,548	9,824,832	1,049,075	1,342,072	521,428	329,300
New York, Chicago and St. Louis,	889,979	455,672	676,977	240,828	578,477	102,045	6,147
New York, Susquehanna and Western,	43,955	765	1,328,770	23,458	115,959	12,343	138,282
Northern Central,	1,560,445	288,628	6,666,410	1,015,015	1,976,708	89,658	46,322
Ohio and Baltimore Short Line,			141.806	3,242	270	100	38
Oregon and Texas,				15,070			
Pennsylvania,	3,490,323	1,460,005	28,333,768	2,432,580	8,735,837	281,571	346,835
Pennsylvania and North Western,			712,226	52,342		23,406	
Penn Gas Coal Company's Railroad,	260		400	200	2,130	150	
Perkiomen,	148,420	11,219	303,747	21,745	99,518	66,859	37,991
Perry County,	852	499	2,170	2,304	311	1,582	693
Philadelphia and Chester Valley,	13,976	1,873	16,060	3,818	75,855		46,800
Philadelphia, Newtown and New York,			34,473			74,970	
Philadelphia and Reading,	1,016,908	271,187	12,993,210	774,846	1,647,183	1,153,659	756,848
Philadelphia, Wilmington and Baltimore,	693,162	327,559	1,681,427	744,696	1,308,168	44,992	52,748
Pine Creek,	323,665	31,247	3,202,115	267,725	135,135	84,521	31,440
Pittsburgh and Castle Shannon,			34,984				911
Pittsburgh, Chartiers and Youghiogheny,	1,890		571,877	8,948	6,082	347	1,653
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,389,066	581,649	3,066,487	570,175	2,372,360	131,072	1,098,532
Pittsburgh and Connellsville,	302,870	32,634	3,107,309	170,900	888,728	25,180	200,971
Pittsburgh, Fort Wayne and Chicago, e,	736,292	304,789	3,043,453	423,406	1,045,242	780.177	213,134
Pittsburgh and Lake Erie,	71,378	10,228	5,044,586	62,492	631,033	53,476	294,056
Pittsburgh, Marion and Chicago,	1,391	812	89,515	3,331	9,658	716	235
Pittsburgh and Moon Run,			194,946				
Pittsburgh, Shenango and Lake Erie,	18,518	4,655	530,049	23,132	14,567	16,750	22,215

b See foot note † Table F. * See foot note * Table F. e See foot note † Table F. * See foot note * Table A. a See foot note † Table F.

TABLE H—KIND OF FREIGHT CARRIED IN TONS.—CONTINUED.

NAME OF COMPANY.	Products of agriculture.	Products of animals.	Products of mines.	Products of forests.	Manufactures.	Merchandise.	Miscellaneous.
Pittsburgh, Youngstown and Ashtabula, f,	38,424	10,662	2,272,953	80,067	503,414	10,217	61,460
Reading and Columbia,	121,706	2,037	193,497	. . . .	36,273	8,394	. . . . .
Reynoldsville and Falls Creek,	. . . .	. . . . .	1,302,297	. . . . .	. . . . .	1,177	. . . . .
Rupert and Bloomsburg,	787	5,062	4,770	4,979	120	. . . . .	4,301
Salisbury,*	1,649	89	299,386	5,562	954	2.590	2,226
Schuylkill River, East Side,	111,798	55,898	682,347	177,415	610,999	77,838	478,149
Sharpsville,	4,755	207	161,616	8,374	34,145	8,904	. . . . .
Slate Run,	. . . . .	. . . . .	. . . . .	26,000	. . . . .	. . . . .	. . . . .
Somerset and Cambria,	21,816	1,520	91,999	25,481	134,183	1,820	20,488
St. Mary's and Southwestern,	138	9	13	247	242	21	6
Stewartstown,	6,893	206	4,339	2,677	3,495	1,687	. . . . .
Stony Creek,	22,117	6,132	42,742	5,260	11,464	12,915	18,056
Susquehanna and Buffalo,	. . . . .	. . . . .	82,370	. . . . .	. . . . .	. . . . .	. . . . .
Sugar Run,	317	. . . . .	. . . . .	45,329	69	73	211
Tamaqua, Hazleton and Northern,	. . . .	. . . . .	192.205	. . . . .	. . . . .	1,670	. . . . .
Tiadaghton and Fahnestalk,	. . . .	. . . . .	25	23,785	207	. . . . .	. . . . .
Tioga,	13,712	6,016	590,188	40.498	4,253	5,243	3,756
Tionesta Valley,	545	551	295	53,256	1,619	436	. . . . .
Ursina and North Fork,	225	. . . . .	5,704	5,925	25	. . . . .	76
Waynesburg and Washington,	1,723	2,091	4,235	1,073	3,006	1,663	8
Western Maryland,	68,075	14,399	575,945	35,204	277,123	115,834	. . . . .
Western New York and Pennsylvania,	108,955	7,020	1,496,830	915,824	463,975	414,349	74,284
Wheeling, Pittsburgh and Baltimore,*	40,051	25,765	587,724	55,346	274,358	8,590	49,261
Wilkesbarre and Eastern,	13	. . .	194,308	1,464	294	176	7,682
Williamsport and North Branch,	1,664	2,776	33,496	40,518	5,311	12,038	3,804
William's Valley,	. . .	. . .	7,098	. . . .	. . . .	. . . .	8,903
Wilmington and Northern,	27,520	2,359	387,384	21,302	158,712	58,660	4,764
Total,	17,530,458	6,388,115	145,281,944	13,562,458	31,491,322	5,748,903	10,355,459

* See foot note * Table F.

f See foot note † Table F.

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, &C.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Addison and Pennsylvania,	54,807	1,753,824	32	$52,712 76	96.179	3.006	2.543	$1,145 92
Allegheny and Kinzua,	. . . . .	. . . . .	. . .	30,745 11	. . . . .	. . . . .	. . . . .	. . . . .
Allegheny Valley,	3,826,474	164,308,749	43	1,347,371 77	35.212	.820	.551	5,202 73
Altoona, Clearfield and Northern,	62,175	808,275	13	2,672 00	42.900	. . . . .	. . . . .	. . . . .
Baltimore and Harrisburg,	267,059	8,706,444	32	129,897 01	48.640	1.492	. . . . .	1,343 29
Baltimore and Lehigh,	37,138	864,067	23	34,901 44	94.003	4.039	. . . . .	849 18
Baltimore and Philadelphia,*	1,773,835	60,894,864	32	366,153 43	19.676	.601	.336	6,228 14
Bangor and Portland,	156,617	2,192.638	14	105,949 89	67.642	4.832	1.785	2,615 40
Barclay Coal Company's Railroad,	69,560	. . . . .	. . .	19,036 92	. . . . .	. . . . .	. . . . .	. . . . .
Bear Rock,	2,500	. . . . .	. . .	366 00	. . . . .	. . . . .	. . . . .	. . . . .
Beaver and Ellwood,	44,898	134,694	3	5,628 61	12.500	4.200	. . . . .	. . . . .
Beech Creek,	2,541,252	242,788,409	96	1,028,511 50	40.473	.424	.263	6,871 77
Bellefonte Central,	47,502	. . . . .	. . .	11,370 08	. . . . .	. . . . .	. . . . .	. . . . .
Berlin,	18,549	112,781	6	4,001 79	. . . . .	. . . . .	. . . . .	. . . . .
Berlin Branch,	8,786	54,401	6	4,300 36	48.946	6.992	4.685	614 33
Bloomsburg and Sullivan,	. . . . .	. . . . .	. . .	42,417 40	. . . . .	. . . . .	. . . . .	. . . . .
Bradford, Bordell and Kinzua,	55,449	973,843	17	29,791 29	53.727	3.043	3.196	1,180 78
Bradford and Western Pennsylvania,	10,221	30,663	3	2,242 52	21.940	7.310	4	373 75
Brownstone and Middletown,	66,862	100,784	1½	7,199 47	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo, Rochester and Pittsburgh,	2,982,732	415,623,939	139	2,235,039 47	74.933	.538	.370	6,656 26
Buffalo and Susquehanna,	494,277	8,085,492	. . .	244,635 77	45.803	2.694	. . . . .	. . . . .
Catasauqua and Fogelsville,	172,771	1,656,151	10	39,616 25	22.930	2.392	. . . . .	1,456 48
Central Pennsylvania and Western,	23,918	344,364	. .	13,922 57	58.200	4.040	. . . . .	449 11
Central Railroad Company of Pennsylvania,	48,665	476,570	10	8,984 31	18.460	1,870	. . . . .	. . . . .
Chambersburg and Gettysburg,	4,085	. . . . .	. . .	1,085 85	. . . . .	. . . . .	. . . . .	. . . . .

* See foot note * Table F.

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, &C.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Chartiers, a,	986,681	5,881,373	6	$99,502 03	10.085	1.692	1.394	$4,237 74
Chester and Delaware River,	380,151	895,723	2	17,034 85	4.481	1.902	. . . . .	2,988 57
Clarion River,	60,463	. . . . .	.	25,551 20	42.257	3.522	. . . . .	1,940 19
Cleveland and Pittsburgh, b,	3,135,061	235,420,063	75	1,735,737 36	55.365	.737	.506	7,749 52
Cornwall,	302,069	1,812,414	6	40,148 73	13.223	2.204	1.968	3,168 80
Cornwall and Lebanon,	433,519	6,719,701	16	105,062 28	. . . . .	1.563	. . . . .	4,221 07
Confluence and Oakland,*	25,136	336,117	13	9,395 79	. . . . .	. . . . .	. . . . .	. . . . .
Coudersport and Pine Creek,	103,072	824,576	8	42,309 41	2.390	. . . . .	. . . . .	1,918 00
Cumberland Valley,	747,078	38,800,702	52	446,562 73	59.775	1.151	. . . . .	3,081 23
Delaware and Hudson Canal Company's Railroad,	2,437,414	72,378,594	30	648,875 16	26.621	.896	1.262	6,336 67
Delaware, Lackawanna and Western,	10,563,867	609,298,682	58	5,619,787 08	53.198	.922	.668	28,897 85
Delaware, Susquehanna and Schuylkill,	1,958,435	40,229,604	21	824,965 72	42.124	2.051	. . . . .	14,111 62
Dunkirk, Allegheny Valley and Pittsburgh,	207,154	10,040,591	48	142,947 50	69.005	1.424	1.645	1,522 88
East Broad Top,	130,385	3,655,509	28	45,102 34	34.590	1.234	1,110	1,010 81
Emporium and Rich Valley,	16,381	163,810	10	6,006 74	36.700	3.700	. . . . .	414 26
Erie and Pittsburgh, c,	1,214,916	83,844,079	69	447,909 63	36.868	.534	.369	4,425 55
Erie and Wyoming Valley,	2,613,000	71,857,500	27	680,155 39	26.030	.905	.713	9,922 03
Falls Brook,	2,739,516	91,097,595	33	551,553 02	20.133	.605	.406	5,477 18
Fairmount, Morgantown and Pittsburgh,*	560,218	6,418,598	11	83,106 42	. . . . .	. . . . .	. . . . .	. . . . .
Falls Creek,	177,257	531,771	3	10,122 02	5.710	1.900	1.370	3,374 00
Gettysburg and Harrisburg,	170,680	3.548,658	21	60,665 47	35.543	1.710	. . . . .	1,753 34
Greenlick,	18	. . . . .	.	57 05	. . . . .	. . . . .	. . . . .	. . .
Huntingdon and Broad Top Mountain,	2,234,778	91,868,980	41	524,943 33	. . . . .	. . . . .	. . . . .	. . . . .
Hunters's Run and Slate Belt,	17,018	116,911	7	3,651 83	21.450	3.120	4.940	270 51
Ironton,	160,176	640,704	4	26,451 14	16.513	4.128	2.121	2,939 01
Kinzua Creek and Kane,	50,291	. . . . .	. .	20,517 21	40.797	. . . . .	. . . . .	1,465 51

Kinzua Valley,	50,192	314,937	6	10,297 71	20.710	3.300	2.420	1,039 77
Kishacoquillas Valley,	6,296	61,727	9	3,703 62	58	6	. . . .	370 36
Lackawanna and Montrose,	17,313	186,741	11	3,488 38	20.148	1.868	3.118	332 86
Lancaster, Oxford and Southern,	8,916	. . . . .	. . .	7,311 63	82	. . . . .	. . . . .	365 59
Lake Shore and Michigan Southern,	11,343,755	2,157,762,168	190	12,669,949 58	$1 11.700	.587	.442	8,962 49
Lehigh and Lackawanna,	214,128	3,352,098	16	48,296 01	22.556	1.441	. . . .	1,308 48
Lehigh and Susquehanna,*	9,213,650	536,497,736	58	4,437,507 83	48.162	.827	. . . .	19,736 29
Lehigh Valley,	12,542,341	1,697,127,133	135	13,196,177 21	1 05.220	.777	. . . .	10,855 87
Ligonier Valley,	116,757	605,573	5	19,280 74	16.514	3.184	. . . .	1,836 26
Little Saw Mill Run,	198,658	595,974	3	39,243 23	19.703	6.567	4.171	13,081 07
Mahoning Valley,	170,321	1,696,397	10	10,600 61	6.283	.630	.482	1,064 32
Middletown and Hummelstown,	28,176	115,014	4	5,134 25	18.222	4.464	. . . .	777 92
Monongahela Connecting,	. . . . .	. . . . .	. . .	121,020 93	. . . .	. . . . .	. . . .	38,664 83
Monongahela River and Street's Run,	28,238	22,210	. . .	1,740 72	6.873	7.838	8.339	1,243 37
Mont Alto,	27,702	347,362	12	9,023 21	32.572	2.597	2.614	504 37
Montour,	68,653	617,877	9	11,710 36	. . . .	. . . . .	. . . . .	. . . . .
Montrose,	12,038	186,317	15	10,873 59	90.327	5.836	2.663	388 34
Mount Jewett, Kinzua and Riterville,	112,636	563,186	5	33,791 18	30	6	4.620	1,571 68
Mount Jewett and Smethport,	53,479	267,399	5	12,165 27	22.747	4.549	. . . .	2,433 05
Mount Penn Gravity,	. . . . .	. . . . .	. . .	14 50	. . . .	. . . .	. . . . .	. . . . .
Mount Pleasant and Bradford,	259,667	2.170,014	8	12,404 54	. . . .	. . . . .	. . . . .	. . . . .
Neversink Mountain,	. . . . .	. . . . .	. . .	2 94	. . . .	. . . . .	. . . . .	. . . . .
New Castle and Beaver Valley,b,	1,752,107	6,461,687	4	124,220 37	7.090	1.922	1.024	8,292 41
New Castle and Butler,	55,429	. . . . .	. . .	5,542 92	10	4	.508	2,217 17
New Haven and Dunbar,	130,785	1,201,914	. . .	8,853 28	6.770	.739	4.380	963 36
Newport and Sherman's Valley,	20,864	442,106	21	16,273 37	77.990	3.690	2.320	570 99
New York, Lake Erie and Western,	15,305,260	2,375,702,271	155	14,963,855 22	97.769	.630	.449	13,544 54
New York, Chicago and St. Louis,	2,950,125	866,469,466	294	4,628,981 21	1 56.908	.534	.465	8,715 35
New York, Susquehanna and Western,	1,663,532	133,503,076	81	1,284,926 92	77.241	.962	. . . .	19,798 57
Northern Central,	11,643,186	726,527,350	62	4,447,438 63	38.198	.612	.439	11,928 87
Ohio and Baltimore Short Line,	145,456	1,147,029	8	12,420 30	. . . .	. . . . .	. . . . .	. . . . .
Oregon and Texas,	15,070	120,560	8	4,521 00	30	3.750	5.300	565 12
Pennsylvania,	45,080,919	6,471,866,950	144	39,251,210 55	87.068	.607	.448	14,779 04
Pennsylvania and North Western,	787,974	41,160,060	52	379,881 32	52.200	.929	.640	5,081 35
Penn Gas Coal Company's Railroad,	3,140	31,400	10	2,055 53	1 02.760	10.270	. . . .	205 55
Perkiomen,	689,599	24,879,981	36	238,132 54	34.532	.957	.518	6,185 26
Perry County,	8,411	. . . . .	. . .	5,186 60	. . . .	. . . . .	. . . . .	229 85
Philadelphia and Chester Valley,	158,382	1,690,412	11	38,846 75	24.527	2.298	. . . .	1,806 82
Philadelphia, Newtown and New York,	109,443	656,658	6	30,109 08	27.500	4.555	. . . .	1,440 62
Philadelphia and Reading,	18,611,841	1,576,708,178	85	16,157,227 41	86.812	1.025	. . . .	18,343 56

a See foot note * Table F.
b See foot note † Table F.
* See foot note * Table F.
c See foot note † Table F.

TABLE I.—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—CONTINUED.

NAME OF COMPANY.	Number of tons carried of freight earning revenue.	Number of tons carried one mile.	Average distance haul of one ton.	Total freight revenue.	Average amount received for each ton of freight.	Average receipts per ton per mile.	Estimated cost of carrying one ton one mile.	Freight earnings per mile of road.
					Cts. Mills.	*Cts. Mills.*	*Cts. Mills.*	
Philadelphia, Wilmington and Baltimore,....	4,852,752	292,336,500	60	$4,091,532 05	84.314	1.400	1.018	$6,508 03
Pine Creek, ...	4,075,848	183,346,402	45	787,826 83	19.329	.430	.252	10,532 44
Pittsburgh and Castle Shannon, ...	35,895	104,952	3	48,515 13	1 38.700	4 62.600	4 65	7,463 86
Pittsburgh, Chartiers and Youghiogheny,....	591,097	6,262,671	10	106,619 50	18.027	1.702	1.269	6,220 50
Pittsburgh, Cincinnati, Chicago and St. Louis, ...	9,209,341	446,352,273	157	9,383,298 96	1 01.889	.649	.523	8,152 73
Pittsburgh and Connellsville, ...	4,728,592	225,106,245	47	1,623,586 41	. . . .	. . . .	. . . .	. . . .
Pittsburgh, Fort Wayne and Chicago,*.....	6,546,493	903,893,760	138	6,029,478 51	92.102	.667	.546	12,831 68
Pittsburgh Junction, ...	. . . .	. . . .	. . .	256,297 79	. . . .	. . . .	. . . .	. . . .
Pittsburgh and Lake Erie, ...	6,167,249	405,331,658	66	2,758,594 27	44.730	.681	. . .	16,395 12
Pittsburgh, Marion and Chicago, ...	105,658	1,289,030	12	21,033 42	19.907	1.632	1.551	841 34
Pittsburgh and Moon Run, ...	194,946	. . . .	. .	15,046 66	. . . .	. . . .	. . . .	. . . .
Pittsburgh, Shenango and Lake Erie, ...	629,886	46,144,905	73	279,089 22	44.308	.605	. . . .	1,788 35
Pittsburgh and Western, ...	2,783,193	139,159,650	50	919,505 08	33.037	.660	. . . .	4,372 35
Pittsburgh, Youngstown and Ashtabula,* ...	2,977,197	129,794,915	44	845,730 41	28.407	.652	.381	6,612 95
Reading and Columbia, ...	361,907	8,580,249	24	156,998 80	43.381	1.830	. . . .	2,417 23
Reynoldsville and Falls Creek, ...	1,303,474	. . . . .	. .	155,018 80	11.890	. . . .	. . . .	. . . .
Rupert and Bloomsburg, ...	20,019	38,114	2	4,505 70	22.507	11,822	. . . .	2,816 06
Salisbury,*	312,456	2,020,642	7	40,265 00	. . . .	. . . .	. . . .	. . . .
Schuylkill River, East Side, ...	2,194,444	10,972,220	5	181,378 41	8.265	1,653	. . . .	17,468 93
Sharpsville, ...	218,001	2,740,767	14	4,744 78	2.176	.155	.568	231 11
Slate Run, ...	26,000	390,000	15	14,618 93	56.222	3.748	3.050	954 69
Somerset and Cambria, ...	297,307	8,327,139	28	86,662 87	. . . .	. . . .	. . . .	. . . .
St. Mary's and Southwestern, ...	676	. . . .	. . .	512 17	75.764	7.576	. . . .	51 22
Stewartstown, ...	19,297	. . . . .	. . .	11,196 14	. . . .	. . . .	. . . .	. . . .
Stony Creek, ...	118,686	904,745	8	20,655 04	17.404	2.283	.967	2,005 39
Susquehanna and Buffalo, ...	82,370	. . . . .	. . .	5,575 87	. . . .	. . . .	. . . .	. . . .

Sugar Run,	45,999	364,904	8	21,800 80	47.795	5.974	4.110	2,725 10
Tamaqua, Hazleton and Northern,	193,875	1,919,363	10	12,185 93	6.285	.635	. . . .	1,230 90
Tiadaghton and Fahnestalk,	24,017	144,102	6	5,098 33	21.228	3.538	3.556	770 14
Tioga,	663,576	25,413,181	38	208,625 32	31.440	.821	.397	3,224 75
Tionesta Valley,	56,705	665,440	. . .	43,004 15	75,840	1.784	. . . . .	1,611 86
Ursina and North Fork,	11,955	. . . . .	. .	1,677 14	. . . . .	. .	. . . . .	. . . .
Waynesburg and Washington,	13,799	288,886	21	20,908 29	1 51.520	7.238	5.667	742 74
Western Maryland,	1,086,580	56,778,233	52	625,887 17	57.602	1.102	. . .	4,532 13
Western New York and Pennsylvania,	3,481,237	381,915,169	110	2,162,694 05	62.124	.566	.424	3,392 97
Wheeling, Pittsburgh and Baltimore,*	1,041,095	39,907,265	38	283,187 35	. .	. .	. . . . .	. . .
Wilkes-Barre and Eastern,	203,937	11,900,307	58	87,357 86	42.836	7.349	. . . .	1,346 04
Williamsport and North Branch,	99,607	2,457,095	25	59,801 22	60.037	2.433	2.302	1,328 91
William's Valley,	16,001	. . . . .		8,350 94	52	. .	. . .	695 91
Wilmington and Northern,	660,701	23,346,898	35	319,159 89	48.306	1.367	1.127	3,472 66
Total,	233,250,687	23,275,785,948	. . .	$161,958,216 73	. . . . .	. . . . .	. . . . .	. . . . .

* See foot note * Table F.
* See foot note † Table F.

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Addison and Pennsylvania,	$27,565 04	$52,712 76	$2,400 00	$82,677 80	$6,993 18	$89,670 98
Allegheny and Kinzua,	. . . . .	30,745 11	. . . . .	30,745 11	. . . . .	30,745 11
Allegheny Valley,	697,859 69	1,354,270 65	12,088 19	2,064,218 53	. . . . .	2,064,218 53
Allentown,	. . . . .	. . . . .	. . . . .	. . . . .	2,915 32	2,915 32
Allentown Terminal,	. . . . .	. . . . .	. . . . .	. . . . .	40,500 00	40,500 00
Altoona, Clearfield and Northern,	6,040 45	2,672 00	. . . . .	8,712 45	. . . . .	8,712 45
Bald Eagle Valley,	. . . . .	. . . . .	. . . . .	. . . . .	154,763 28	154,763 28
Baltimore and Cumberland Valley,	. . . . .	. . . . .	. . . . .	. . . . .	4,368 00	4,368 00
Baltimore and Cumberland Valley Extension,	. . . . .	. . . . .	. . . . .	. . . . .	32,700 00	32,700 00
Baltimore and Harrisburg,	103,088 62	134,487 93	. . . . .	237,576 55	. . . . .	237,576 55
Baltimore and Harrisburg Western Extension,	. . . . .	. . . . .	. . . . .	. . . . .	12,000 00	12,000 00
Baltimore and Lehigh,	23,866 30	34,901 44	1,137 57	59,905 31	. . . . .	59,905 31
Baltimore and Philadelphia, *	392,266 28	369,438 51	. . . . .	761,704 79	. . . . .	761,704 79
Bangor and Portland,	34,473 07	105,949 89	394 12	140,817 08	. . . . .	140,817 08
Barclay Coal Company's Railroad,	6,768 58	19,036 92	5,317 44	31,122 94	5,617 44	36,740 38
Bear Rock,	160 60	366 00	. . . . .	526 60	. . . . .	526 60
Beaver and Ellwood,	2,153 18	5,628 61	. . . . .	7,781 79	. . . . .	7,781 79
Bedford and Bridgeport,	. . . . .	. . . . .	. . . . .	. . . . .	115,709 68	115,709 68
Beech Creek,	89,673 20	1,028,909 75	6,950 78	1,125,533 73	. . . . .	1,125,533 73
Bellefonte Central,	13,014 32	11,485 79	. . . . .	24,500 11	. . . . .	24,500 11
Berlin,	2,080 41	4,001 79	. . . . .	6,082 20	. . . . .	6,082 20
Berlin Branch,	1,735 57	4,300 36	149 00	6,184 93	60 21	6,245 14
Bloomsburg and Sullivan,	19,027 73	42,417 40	. . . . .	61,445 13	. . . . .	61,445 13
Bradford, Bordell and Kinzua,	17,634 05	29,791 29	. . . . .	47,425 34	. . . . .	47,425 34
Bradford, and Western Pennsylvania,	. . . . .	1,400 42	842 50	2,242 92	. . . . .	2,242 92

Brownstone ad Middletown,	730 76	7,199 47	1,696 24	9,626 47	. . . . .	9,626 47
Buffalo, Rochester ad Pittsburgh,	393,126 01	2,235'039 47	33,170 04	2,661,335 52	43,123 22	2,704,458 74
Bustleton,	. . . . .	. . . . .	. . . . .	. . . . .	110 40	110 40
Buffalo and Susquehanna,	22,813 29	244,635 77	7,432 31	274,881 37	6,629 18	281,510 55
Cambria and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	49,575 20	49,575 20
Catasauqua and Fogelsville,	1,835 83	39,616 25	. . . . .	41,452 08	1,230 80	42,682 88
Catawissa,	. . . . .	. . . . .	. . . . .	. . . . .	234,000 00	234,000 00
Central Pennsylvania,	8,820 68	13,922 57	116 98	22,860 23	. . . . .	22,860 23
Central Railroad Company of Pennsylvania,	4,396 28	8,890 83	5 10	13,292 21	. . . . .	13,292 21
Chambersburg and Gettysburg,	35 89	1,087 12	. . . . .	1,123 01	. . . . .	1,123 01
Chartiers, a,	128,072 78	99,502 03	1,739 69	229,314 50	18,785 21	248,099 71
Cherry Grove,	. . . . .	. . . . .	. . . . .	. . . . .	300 00	300 00
Chester Creek,	. . . . .	. . . . .	. . . . .	. . . . .	23,391 30	23,391 30
Chester and Delaware River,	. . . . .	17,034 85	. . . . .	17,034 85	. . . . .	17,037 85
Chestnut Hill,	. . . . .	. . . . .	. . . . .	. . . . .	16,478 00	16,478 00
Clarion River,	2,996 20	23,282 28	. . . . .	26,278 48	. . . . .	26,278 48
Clearfield and Mahoning,	. . . . .	. . . . .	. . . . .	. . . . .	71,500 00	71,500 00
Cleveland and Pittsburgh, b,	675,405 66	1,735,737 36	30,725 95	2,441,868 97	9,218 36	2,451,087 33
Colebrookdale,	. . . . .	. . . . .	. . . . .	. . . . .	11,630 13	11,630 13
Columbia and Port Deposit,	. . . . .	. . . . .	. . . . .	. . . . .	156,172 98	156,172 98
Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	145,618 12	145,618 12
Cornwall,	13,695 86	40,440 37	. . . . .	54,136 23	. . . . .	54,136 23
Cornwall and Lebanon,	23,824 04	105,062 28	3,081 81	131,968 13	. . . . .	131,968 13
Confluence and Oakland,*	3,330 43	9,395 79	. . . . .	12,726 22	. . . . .	12,726 22
Coudersport and Port Allegheny,	16,706 74	42,309 00	. . . . .	59,015 74	. . . . .	59,015 74
Cresson, Clearfield County and New York Short Route,	. . . . .	. . . . .	. . . . .	. . . . .	21,271 06	21,271 06
Cumberland Valley,	347,412 44	446,562 73	17,275 85	811,251 02	7,080 00	818,331 02
Delaware and Hudson Canal Company's Railroad,	284,047 23	648,875 16	437 69	933,360 08	302,767 75	1,236,127 83
Delaware, Lackawanna and Western,	1,297,655 55	5,623,811 68	705,324 94	7,626,792 17	7,133,884 68	14,760,676 85
Delaware, Susquehanna and Schuylkill,	8,391 32	824,965 72	26,676 98	860,034 02	2,901 26	862,935 28
Dillsburg and Mechanicsburg,	. . . . .	. . . . .	. . . . .	. . . . .	16,010 94	16,010 94
Dunkirk, Allegheny Valley and Pittsburgh,	99,943 89	143,354 21	239 00	243,537 10	. . . . .	243.537 10
East Broad Top,	17,535 21	45,102 34	378 68	63,016 23	1,369 75	64,385 98
East Mahoning,	. . . . .	. . . . .	. . . . .	. . . . .	32,069 50	32,069 50
East Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	123,627 00	123,627 00
Elmira and Williamsport,	. . . . .	. . . . .	. . . . .	. . . . .	156,438 13	156,438 13
Ellwood Connecting,	. . . . .	. . . . .	. . . . .	. . . . .	919 61	919 61
Elwood Short Line,	. . . . .	. . . . .	. . . . .	. . . . .	29,931 77	29,931 77
Emporium and Rich Valley,	1,094 20	6,006 74	. . . . .	7,100 94	. . . . .	7,100 94

*See foot note * Table F.
a See foot note a Table F.
b See foot note b Table F.

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, &c.	Total earnings and income.
Erie and Pittsburgh, c,	$116,632 89	$447,909 63	$4,332 04	$568,874 56	$26,169 97	$595,044 53
Erie and Wyoming Valley,	46,500 28	680.155 39	2,063 87	728,719 54	50,000 00	778,719 54
Falls Brook,	90,050 05	551,553 02	1,408 68	643,011 75	210,319 37	853,331 12
Fairmount, Morgantown and Pittsburgh,*	31,829 72	83,136 42	. . . . .	114,966 14	. . . . .	114,966 14
Falls Creek,	. . . . .	10,122 02	. . . . .	10,122 02	. . . . .	10,122 02
Fayette County,	. . . . .	. . . . .	. . . . .	. . . . .	9,000 00	9,000 00
Gettysburg and Harrisburg,	32,682 25	60,665 47	. . . . .	93,347 72	. . . . .	93,347 72
Greenlick,	. . . . .	57 05	. . . . .	57 05	. . . . .	57 05
Hanover and York,	. . . . .	. . . . .	. . . . .	. . . . .	19,194 92	19,194 92
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	. . . . .	. . . . .	. . . . .	. . . . .	127,958 20	127,958 20
Huntingdon and Broad Top Mountain,	56,341 26	524,943 33	2,280 68	583,565 27	. . . . .	583,565 27
Hunter's Run and Slate Belt,	2,099 15	3,651 83	5 25	5,756 23	. . . . .	5,756 53
Ironton,	. . . . .	26,451 14	. . . . .	26,451 14	1,648 65	28,099 79
Jamestown and Franklin,	. . . . .	. . . . .	. . . . .	. . . . .	53,048 64	53,048 64
Johsonburg,	. . . . .	. . . . .	. . . . .	. . . . .	11,813 25	11,813 25
Junction,	. . . . .	. . . . .	182,868 60	182,868 60	68 33	182,936 93
Kensington and Tacony,	. . . . .	. . . . .	. . . . .	. . . . .	30 00	30 00
Kinzua Creek and Kane,	. . . . .	20,517 21	. . . . .	20,517 21	. . . . .	20,517 21
Kinzua Hemlock,	. . . . .	. . . . .	. . . . .	. . . . .	2,957 54	2,957 54
Kinzua Valley,	238 92	10,397 71	. . . . .	10,636 63	. . . . .	10,636 63
Kishacoquillas Valley,	3,475 25	3,703 62	. . . . .	7,178 87	. . . . .	7,178 87
Lackawanna and Montrose,	10,396 74	3,488 38	46 00	13,931 12	418 72	14,349 84
Lancaster, Oxford and Southern,	5,718 95	7,355 63	. . . . .	13,074 58	. . . . .	13,074 58
Lake Shore and Michigan Southern,	8,078,233 59	12,905,090 00	181,167 22	21,164,490 81	510,560 52	21,675,051 33
Lehigh and Lackawanna,	27,238 68	48,296 01	369 95	75,904 64	. . . . .	75,904 64
Lehigh and Susquehanna,*	281,553 23	4,437,507 83	12,669 86	4,731,730 92	. . . . .	4,731,730 92

Lehigh Valley,	2,335,022 85	13,195,177 21	313,760 28	15,844,960 34	1,561,396 25	17,406,356 59
Lewisburg and Tyrone,	. . . . .	. . . . .	. . . . .	. . . . .	22,218 49	22,218 49
Ligonier Valley,	15,944 26	19,280 74	. . . . .	35,225 00	. . . . .	35,225 00
Little Saw Mill Run,	2,922 64	39,243 23	1,488 06	43,652 93	. . . . .	43,653 93
Little Schuylkill Navigation,	. . . . .	. . . . .	. . . . .	. . . . .	225,127 95	225,127 95
*Lykens Valley,	. . . . .	. . . . .	. . . . .	. . . . .	62,845 17	62,845 17
McKeesport and Bessemer,	. . . . .	. . . . .	. . . . .	. . . . .	34,217 74	34,217 74
McKeesport Connecting,	. . . . .	25,942 25	. . . . .	25,942 25	. . . . .	25,942 25
Mahoning Valley,	770 71	10,600 61	23,504 83	34,876 15	. . . . .	34,876 15
Middletown and Hummelstown,	4,235 08	5,134 25	13 33	9,382 66	. . . . .	9,382 66
Mifflin and Centre County,	. . . . .	. . . . .	. . . . .	. . . . .	33,769 63	33,769 63
Mill Creek and Mine Hill,	. . . . .	. . . . .	. . . . .	. . . . .	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	. . . . .	. . . . .	. . . . .	. . . . .	355,856 00	355,856 00
Monongahela Connecting,	. . . . .	121,020 93	. . . . .	121,020 93	. . . . .	121,020 93
Monongahela River and Street's Run,	. . . . .	1,740 72	. . . . .	1,740 72	286 25	2,026 97
Mont Alto,	13,607 66	9,023 21	. . . . .	22,630 87	. . . . .	22,630 87
Montour,	6,009 78	11,710 36	392 96	18,113 10	. . . . .	18,113 10
Montrose,	8,265 53	10,873 59	. . . . .	19,139 12	. . . . .	19,139 12
Mount Carmel and Natalie,	. . . . .	. . . . .	. . . . .	. . . . .	43,652 39	43,652 39
Mount Carbon and Port Carbon,	. . . . .	. . . . .	. . . . .	. . . . .	36,250 00	36,250 00
Mount Jewett, Kinzua and Riterville,	1,086 13	33,791 18	. . . . .	34,877 31	. . . . .	34,877 31
Mount Jewett and Smethport,	268 65	12,165 27	6 77	12,440 69	164 36	12,605 05
Mount Penn Gravity,	13,199 13	14 50	106 77	13,320 40	. . . . .	13,320 40
Mount Pleasant and Broadford,	5,228 33	12,404 54	. . . . .	17,632 87	. . . . .	17,632 87
Nescopec,	. . . . .	. . . . .	. . . . .	. . . . .	6,000 67	6,000 67
Nesquehoning Valley,	. . . . .	. . . . .	. . . . .	. . . . .	79,306 72	79,306 72
Neversink Mountain,	9,707 80	2 94	215 91	9,926 65	. . . . .	9,926 65
New Castle and Beaver Valley,*	19,302 33	124,220 37	531 78	144,054 48	. . . . .	144,054 48
New Castle and Butler,	. . . . .	5,542 92	. . . . .	5,542 92	. . . . .	5,542 92
New Castle and Shenango Valley,	. . . . .	. . . . .	. . . . .	. . . . .	8,936 21	8,926 21
New Haven and Dunbar,	. . . . .	8,853 28	. . . . .	8,853 28	. . . . .	8,853 28
Newport and Sherman's Valley,	11,820 05	16,273 37	145 16	28,238 58	85 26	28,323 84
New York, Lake Erie and Western,	6,807,600 90	19,336,247 03	164,896 02	26,308,743 95	738,369 67	27,047,113 62
New York, Chicago and St. Louis,	1,541,279 92	4,628,981 21	10,734 25	6,180,995 38	5,600 40	6,186,595 78
New York, Pennsylvania and Ohio,	. . . . .	. . . . .	. . . . .	. . . . .	1,986,552 64	1,986,552 64
New York, Susquehanna and Western,	357,362 58	1,284,926 92	37,733 57	1,680,023 07	20,728 71	1,700,751 78
Nittany Valley,	. . . . .	. . . . .	. . . . .	. . . . .	6,875 00	6,875 00
North Bend and Kettle Creek,	. . . . .	1,769 50	. . . . .	1,769 50	. . . . .	1,769 50
Northern Central,	1,481,891 84	4,447,438 63	155,072 25	6,084,402 72	528,068 16	6,612,470 88
North East Pennsylvania,	42,108 48	33,829 09	. . . . .	75,937 57	409 07	76,346 64
North Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	881,700 00	881,700 00

c See foot note † Table F.
* See foot note * Table F.
* See foot note * Table A.

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
North and West Branch,	. . . . .	. . . . .	. . . . .	. . . . .	$324,917 03	$324,917 03
Ohio and Baltimore Short Line,	. . . . .	$12,432 30	. . . . .	$12,432 30	. . . . .	12,432 30
Ohio Connecting,	. . . . .	. . . . .	$97,967 80	97,967 80	. . . . .	97,967 80
Oregon and Texas,	. . . . .	4,521 00	. . . . .	4,521 00	. . . . .	4,521 00
Pennsylvania,	$18,200,286 54	39,251,210 55	973,691 19	58,425,188 28	5,428,865 90	63,854,054 18
Pennsylvania Company,	. . . . .	. . . . .	. . . . .	. . . . .	2,589,245 59	2,589,245 59
Pennsylvania and New York Canal and Railroad,	. . . . .	. . . . .	. . . . .	. . . . .	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	. . . . .	. . . . .	. . . . .	. . . . .	1,200 00	1,200 00
Pennsylvania Schuylkill Valley,	. . . . .	. . . . .	. . . . .	. . . . .	548,976 24	548,976 24
Pennsylvania and North Western,	47,351 32	379,881 32	2,553 10	429,785 74	. . . . .	429,785 74
Penn Gas Coal Compay's Railroad,	5,550 05	2,055 53	. . . . .	7,605 58	. . . . .	7,605 58
People's,	20,139 54	6,634 94	. . . . .	26,774 48	. . . . .	26,774 48
Perkiomen,	52,644 44	238,132 54	. . . . .	290,776 98	894 70	291,671 68
Perry County,	10,711 14	5,186 60	. . . . .	15,897 74	. . . . .	15,897 74
Philadelphia and Baltimore Central,	. . . . .	. . . . .	. . . . .	. . . . .	261,582 51	2618582 51
Philadelphia Belt Line,	. . . . .	. . . . .	1,314 80	1,314 80	. . . . .	1,314 80
Philadelphia and Chester Valley,	7,453 45	38,846 75	383 25	46,683 45	. . . . .	46,683 45
Philadelphia and Erie,	. . . . .	. . . . .	. . . . .	. . . . .	1,139,897 91	1,139,897 91
Philadelphia, Germantown and Chestnut Hill,	. . . . .	. . . . .	. . . . .	. . . . .	110,263 34	110,263 34
Philadelphia, Germantown and Norristown,	. . . . .	. . . . .	. . . . .	. . . . .	277,982 58	277,982 58
Philadelphia, Harrisburg and Pittsburgh,	. . . . .	. . . . .	. . . . .	. . . . .	25,000 00	25,000 00
Philadelphia, Newtown and New York,	83,210 87	30,109 08	192 99	113,512 94	. . . . .	113,512 94
Philadelphia and Reading,	4,784,960 65	16,158,870 51	53,776 58	20,997,607 74	702,895 58	21,700,503 32
Philadelphia and Reading Terminal,	. . . . .	. . . . .	. . . . .	. . . . .	720,453 55	720,453 55
Philadelphia and Trenton,	. . . . .	. . . . .	. . . . .	. . . . .	58,781 69	58,781 69

Philadelphia, Wilmington and Baltimore,...	4,780,048 40	4,091,532 05	203,012 56	9,074,593 01	408,602 57	9,483,195 58
Pickering Valley,	. . . . .	. . . . .	. . . . .	. . . . .	4,460 84	4,460 84
Pine Creek,	64,642 98	787,826 83	. . . . .	852,469 81	. . . . .	852,469 81
Pittsburgh and Castle Shannon,	44,528 66	48,515 13	. . . . .	93,043 79	2,373 54	95,417 33
Pittsburgh, Chartiers and Youghiogheny,...	13,544 24	106,619 50	1,516 96	121,680 70	472 05	122,152 75
Pittsburgh, Cincinnati, Chicago and St. Louis,	5,048,402 30	9,383,299 96	67,700 58	14,499,402 84	702,226 70	15,201,629 54
Pittsburgh and Connellsville,	806,795 33	1.624,883 47	. . . . .	2,431,678 80	2,511 00	2,434,189 80
Pittsburgh, Fort Wayne and Chicago, e,...	4,328,503 41	6,029,478 51	54,060 30	10,412,042 22	571,452 44	10,983,494 66
Pittsburgh Junction,	14,321 99	256,297 79	. . . . .	270,619 78	. . . . .	270,619 78
Pittsburgh and Lake Erie,	533,691 31	2,763,069 53	21,510 94	3,318,271 78	49,338 55	3,367,610 33
Pittsburgh, Merion and Chicago,	9,138 44	21,033 42	98 44	30,270 30	. . . . .	30,270 30
Pittsburgh, McKeesport and Youghiogheny,	. . . . .	. . . . .	. . . . .	. . . . .	504,814 08	504,814 08
Pittsburgh and Moon Run,	2,468 72	15,040 66	. . . . .	17,509 38	. . . . .	17,509 38
Pittsburgh and Northern,	921 26	. . . . .	. . . . .	921 26	. . . . .	921 26
Pittsburgh, Shenango and Lake Erie,...	181,970 86	279,089 22	11,591 15	472,651 23	6,579 99	479,231 22
Pittsburgh, Virginia and Charleston,	. . . . .	. . . . .	. . . . .	. . . . .	219,990 39	219,990 39
Pittsburgh and Western,	411,391 05	920,357 61	12,232 59	1,343,981 25	. . . . .	1,343,981 25
Pittsburgh, Youngstown and Ashtabula, e,..	143,941 59	845,730 41	18,930 95	1,008,602 95	12,599 89	1,021,202 84
Reading and Columbia,	124,584 91	156,998 80	2,586 77	284,170 48	. . . . .	284,170 48
Reynoldsville and Falls Creek,	. . . . .	155,018 80	. . . . .	155,018 80	. . . . .	155,018 80
Ridgway ad Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	80,158 35	80,158 35
River Front,	. . . . .	. . . . .	. . . . .	. . . . .	25,680 00	25,680 00
Rupert and Bloomsburg,	2,632 45	4,505 70	283 74	7,421 89	. . . . .	7,421 89
Salisbury,*	645 80	40,265 00	. . . . .	40,910 80	. . . . .	40,910 80
Schuylkill and Lehigh,	. . . . .	. . . . .	. . . . .	. . . . .	27,000 00	27,000 00
Schuylkill River East Side,	107,994 62	192,158 24	. . . . .	300,152 86	. . . . .	300,152 86
Schuylkill and Lehigh Valley,	. . . . .	. . . . .	. . . . .	. . . . .	100,000 00	100,000 00
Schuylkill Valley Navigation Railroad,...	. . . . .	. . . . .	. . . . .	. . . . .	29,450 00	29,450 00
Shamokin, Sunbury and Lewisburg,	. . . . .	. . . . .	. . . . .	. . . . .	110,000 00	110,000 00
Shamokin Valley and Pottsville,	. . . . .	. . . . .	. . . . .	. . . . .	199,929 63	199,929 63
Sharon,	. . . . .	. . . . .	. . . . .	. . . . .	36,426 00	36,426 00
Sharpsville,	3,417 21	4,744 78	2,896 75	11,058 74	270 00	11,328 74
Sheffield and Spring Creek,	. . . . .	. . . . .	. . . . .	. . . . .	300 00	300 00
Slackwater Connecting,	. . . . .	. . . . .	7,829 75	7,829 75	. . . . .	7,829 75
Slate Run,	. . . . .	14,618 93	. . . . .	14,618 93	. . . . .	14,618 93
Somerset and Cambria,	47,449 75	87,100 17	. . . . .	134,849 92	. . . . .	134,849 92
South Fork,	. . . . .	. . . . .	. . . . .	. . . . .	937 93	937 93
South West Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	194,080 78	194,080 78
St. Mary's and Southwestern,	393 45	512 17	9,266 61	10,172 23	. . . . .	10,172 23
State Line and Sullivan,	. . . . .	. . . . .	. . . . .	. . . . .	67,296 34	67,296 34

eSee foot note e Table F.
*See foot note * Table F.

TABLE J—EARNINGS AND INCOME DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Passenger earnings.	Freight earnings.	Other earnings from operation.	Total earnings from operation.	Income from other sources, including interest on bonds, dividends on stock, rentals, etc.	Total earnings and income.
Stewartstown,	$3,720 54	$11,196 14	. . . . .	$14,916 68	. . . . .	$14,916 68
Stony Creek,	16,721 86	20,655 54	. . . . .	37,377 40	$751 50	38,128 90
Sunbury, Hazleton and Wilkes-Barre,	. . . . .	. . . . .	. . . . .	. . . . .	287,978 67	287,978 67
Sunbury and Lewistown,	. . . . .	. . . . .	. . . . .	. . . . .	199,985 23	199,985 23
Susquehanna and Buffalo,	100 00	5,575 87	. . . . .	5,675 87	. . . . .	5,675 87
Sugar Run,	. . . . .	21,800 80	. . . . .	21,800 80	. . . . .	21,800 80
Tamaqua, Hazleton and Northern,	. . . . .	12,185 93	. . . . .	12,185 93	. . . . .	12,185 93
Tiadaghton and Fahnestalk,	. . . . .	5,098 33	. . . . .	5,098 33	304 50	5,402 83
Tioga,	63,095 63	208,705 67	$3,180 14	274,981 44	. . . . .	274,981 44
Tionesta Valley,	8,553 19	43,004 15	. . . . .	51,557 34	. . . . .	51,557 34
Tyrone and Clearfield,	. . . . .	. . . . .	. . . . .	. . . . .	114,166 67	114,166 67
Ursina and North Fork,	47 97	1,677 14	. . . . .	1,725 11	. . . . .	1,725 11
Waynesburg and Washington,	33,320 45	20,908 29	14 05	54,242 79	128 66	54,371 45
West Chester,	. . . . .	. . . . .	. . . . .	. . . . .	12,000 00	12,000 00
Western Maryland,	383,935 69	644,874 94	. . . . .	1,028,810 63	. . . . .	1,028,810 63
Western New York and Pennsylvania,	829,439 49	2,182,462 42	. . . . .	3,011,901 91	9,325 26	3,021,227 17
Western Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	365,316 85	365,316 85
Wheeling, Pittsburgh and Baltimore,*	205,520 11	283,926 95	. . . . .	489,447 06	. . . . .	489,447 06
Wilkes-Barre and Eastern,	1,484 94	87,357 86	2,682 92	91,525 72	. . . . .	91,525 72
Wilkes-Barre and Scranton,	. . . . .	. . . . .	. . . . .	. . . . .	51,563 80	51,563 80
Williamsport and North Branch,	24,962 94	59,801 22	931 82	85,695 97	. . . . .	85,695 97
William's Valley,	13,077 91	8,350 94	. . . . .	21,428 85	. . . . .	21,428 85
Wilmington and Northern,	98,047 60	320,527 29	6,706 00	425,280 89	. . . . .	425,280 89
Total,	$67,815,968 04	$166,711,253 46	$3,510,307 67	$238,037,529 17	$33,605,695 14	$271,643,224 31

*See foot note *Table F.

TABLE K.—EXPENSES DURING THE YEAR.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Addison and Pennsylvania,	$24,028 26	$4,644 64	$26,172 51	$4,628 61	$59,474 02
Allegheny and Kinzua,	5,383 60	3,077 71	11,865 20	2,357 17	22,683 68
Allegheny Valley,	290,204 88	231,659 15	674,294 61	87,618 90	1,283,777 54
Altoona, Clearfield and Northern,	2,000 00	1,120 00	3,780 00	2,360 00	9,260 00
Baltimore and Harrisburg,	38,565 74	19,431 30	86,901 75	7,448 40	152,347 19
Baltimore and Lehigh,	11,611 49	5,813 13	26,826 74	11,598 18	55,849 54
Baltimore and Philadelphia,	138,283 52	57,464 81	410,118 37	48,594 61	654,461 31
Bangor and Portland,	44,224 43	13,350 82	39,136 26	14,045 19	110,756 70
Barclay Coal Company's Railroad,	15,217 06	. . . . .	14,098 20	4,513 65	33,828 91
Bear Rock,	. . . . .	. . . .	435 17	. . . . .	435 17
Beaver and Ellwood,	748 01	746 70	8,592 75	. . . . .	10,087 46
Beech Creek,	181,574 90	147,204 55	269,250 48	196,116 07	794,146 00
Bellefonte Central,	7,251 03	3,763 70	10,905 60	7,430 83	29,349 16
Berlin,	2,813 75	132 17	5,216 30	2,967 72	11,129 94
Berlin Branch,	2,299 70	. . . . .	2,944 91	242 54	5,487 15
Bloomsburg and Sullivan,	10,899 46	11,620 84	7,756 25	1,348 43	31,624 98
Bradford, Bordell and Kinzua,	11,793 70	7,934 44	23,557 21	4,794 93	48,080 28
Bradford and Western Pennsylvania,	1,522 44	679 89	1,285 18	1,091 68	4,529 19
Brownstone and Middletown,	1,655 57	1,581 36	4,990 85	984 30	9,212 08
Buffalo, Rochester and Pittsburgh,	332,025 85	441,633 00	902,595 40	176,981 77	1,853,236 02
Bustleton, a	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Buffalo and Susquehanna,	40,622 28	20,377 00	55,632 47	68,596 03	185,227 78
Catasauqua and Fogelsville,	9,801 50	1,081 46	14,990 10	204 91	26,077 97
Central Pennsylvania and Western,	4,537 90	1,243 40	10,420 24	4,763 80	20,965 34
Central Railroad Company of Pennsylvania,	2,874 03	1,206 55	13,659 00	4,384 56	22,124 14
Chambersburg and Gettysburg,	485 12	3 55	418 17	62 83	969 67

a Deficit from operations, $6,081.96.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Chartiers, b,	$28,233 79	$21,113 76	$99,106 64	$8,892 12	$157,346 31
Chester and Delaware River,	7,771 07	3,686 54	19,213 87	1,753 43	32,424 91
Clarion River,	390 05	. . . . .	12,548 11	. . . . .	12,938 16
Cleveland and Pittsburgh, c,	266,723 76	303,691 62	1,052,438 52	92,630 00	1,715,483 90
Cornwall,	14,019 84	5,911 05	25,279 13	4,294 04	49,504 06
Cornwall and Lebanon,	17,342 02	5,623 73	47,232 70	8,805 61	79,004 16
Confluence and Oakland,*	5,690 58	287 52	6,602 84	7,105 79	19,686 73
Coudersport and Port Allegheny,	6,806 00	1,580 00	19,605 00	2,540 00	30,531 00
Cumberland Valley,	161,203 69	109,003 88	297,493 22	61,680 51	629,381 30
Delaware and Hudson Canal Company's Railroad,	128,667 86	136,953 61	790,766 78	31,621 31	? 1,361,472 23
Delaware, Lackawanna and Western,	516,173 55	1,492,456 24	2,332,264 41	350,385 66	4,691,279 86
Delaware, Susquehanna and Schuylkill,	88,622 45	50,559 35	140,368 04	134,253 77	413,803 61
Dillsburg and Mechanicsburg,	. . . . .	. . . . .	12,838 11	. . . . .	12,838 11
Downingtown and Lancaster,*	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Dunkirk, Allegheny Valley and Pttsburgh,	221,532 11	15,360 42	93,585 77	16,460 69	346,938 99
East Broad Top,	9,902 44	11,032 50	26,165 18	7,008 41	54,108 53
Emporium and Rich Valley,	1,286 26	769 39	3,802 98	1,514 85	7,373 48
Erie and Pittsburgh, d,	74,763 59	77,080 99	245,522 90	21,089 04	418,456 52
Erie and Wyoming Valley,	149,980 34	92,324 99	283,568 30	21,222 67	547,096 30
Falls Brook,	95,808 78	45,674 89	236,859 50	45,958 69	424,301 86
Fairmount, Morgantown and Pittsburgh,*	29,838 35	392 20	49,446 87	11,709 11	88,386 53
Falls Creek,	238 17	. . . . .	4,155 87	2,929 49	7,323 53
Gettysburg and Harrisburg,	25,389 96	12,301 84	41,882 53	1,136 53	80,710 86
Greenlick,	. . . . .	. . . . .	53 52	50 00	103 52
Huntingdon and Broad Top Mountain,	49,544 29	21,113 82	154,036 34	58,277 78	282,972 23
Hunter's Run and Slate Belt,	2,656 55	678 13	2,923 45	1,436 42	7,694 55
Ironton,	4,850 20	907 26	5,804 55	2,030 13	13,592 14

Junction,	16,740 87	54,633 64	44,107 87	3,949 38	119,431 76
Kinzua Creek and Kane,	6,263 63	6,163 98	6,133 18	2,296 44	20,857 23
Kinzua Valley,	5,096 76	299 75	1,898 26	331 80	7,626 57
Kishacoquillas Valley,	4,273 10	358 03	3,426 70	1,141 74	9,199 57
Lackawanna and Montrose,	2,886 39	209 76	9,266 03	156 75	12,518 93
Lancaster Oxford, and Southern,	3,973 17	1,803 39	6,550 13	1,777 01	14,103 70
Lake Shore and Michigan Southern,	2,093,845 24	3,621,846 23	7,801,316 09	733,903 39	14,259,910 95
Lehigh and Lackawanna,	20,522 42	8,250 47	32,413 91	4,264 58	65,451 38
Lehigh and Susquehanna,*	329,590 61	610,030 71	1,261,687 32	149,808 35	2,351,116 99
Lehigh Valley,	1,541,580 15	1,884,237 99	6,995,750 02	1,167,298 29	11,588,866 45
Ligonier Valley,	7,037 80	2,720 75	7,998 12	10,441 36	28,198 03
Little Saw Mill Run,	16,100 42	4,719 28	9,152 11	3,691 93	33,663 74
McKeesport Connecting,	3,302 64	3,420 30	12,569 12	1,280 42	20,572 48
Mahoning Valley,	467 17	3,288 51	5,882 57	5,051 34	14,689 59
Middletown and Hummelstown,	2,348 29	3,494 14	9,779 40	258 88	15,880 71
Monongahela Connecting,	15,074 82	9,891 31	34,818 91	9,226 16	69,011 20
Monongahela River and Street's Run,	140 24	924 09	621 93	166 00	1,852 26
Mont Alto,	8,177 20	741 81	11,434 52	1,076 25	21,429 78
Montour,	4,664 52	5,172 06	7,007 65	1,547 04	18,391 27
Montrose,	10,000 48	2,792 78	6,617 03	1,231 92	20,642 21
Mount Jewett, Kinzua and Riterville,	9,764 38	4,532 88	11,559 83	1,133 44	26,990 53
Mount Jewett and Smethport,	2,022 26	449 20	5,041 11	1,106 84	8,619 41
Mount Penn Gravity,	749 38	682 14	6,844 05	2,371 80	10,647 37
Mount Pleasant and Broadford,	. . . . .	. . . . .	. . . . .	183 03	183 03
Neversink Mountain,	. . . . .	. . . . .	. . . . .	19,055 48	19,055 48
New Castle and Beaver Valley, e,	9,465 00	11,904 90	66,277 94	5,295 82	92,943 66
New Castle and Butler,	. . . . .	3,063 61	3,082 19	. . . . .	7,045 80
New Haven and Dunbar,	1,046 16	1,411 05	2,381 21	891 20	5,729 62
Newport and Sherman's Valley,	2,297 33	2,774 20	8,693 11	1,440 09	15,204 73
New York, Lake Erie and Western,	2,808,428 44	2,771,933 19	11,045,720 31	1,500,359 43	18,126,441 37
New York, Chicago and St. Louis,	642,026 32	692,583 12	2,996,941 77	620,457 13	4,952,008 34
New York, Susquehanna and Western,	117,988 05	146,703 48	496,884 26	170,126 88	931,702 67
North Bend and Kettle Creek,	6,331 97	2,375 80	5,506 72	. . . . .	14,214 49
Northern Central,	681,313 97	906,773 24	2,438,871 21	243,968 23	4,270,926 65
North East Pennsylvania,	16,085 06	. . . . .	53,839 71	808 04	70,732 81
Ohio and Baltimore Short Line,	8,508 44	693 63	8,675 40	3,365 04	21,242 51
Ohio Connecting,	7,398 01	. . . . .	6,111 30	157 80	13,667 11

b See foot note † Table F.
c See foot note † Table F.
* See foot note * Table F.
? Includes $273,462.67 expenses gravity road.
* Deficit from operating, $9,015.65.
d See foot note † Table F.
* See foot note * Table A.

TABLE K—EXPENSES DURING THE YEAR.—CONTINUED.

NAME OF COMPANY.	Maintenance of way and structures.	Maintenance of equipment.	Conducting transportation.	General expenses.	Total operating expenses.
Oregon and Texas,	$1,028 50	$82 50	$4,141 54	$925 00	$6,176 54
Pennsylvania,	6,713,305 07	8,594,104 26	22,755,190 89	2,941,199 98	41,003,800 20
Pennsylvania and Northwestern,	54,308 38	54,112 09	161,814 39	29,020 13	299,254 99
Penn Gas Coal Company's Railroad,	10,835 42	. . .	7,098 56	. . . . .	17,933 98
People's,	2,864 55	3,096 00	4,133 85	2,679 51	12,773 91
Perkiomen,	42,535 71	. . .	132,831 11	11,272 35	186,639 17
Perry County,	3,158 75	134 99	4,252 32	1,034 13	8,580 19
Philadelphia Belt Line,	6,321 13	. . .	1,651 96	10,742 49	18,715 58
Philadelphia and Chester Valley,	21,529 10	10,435 81	20,155 78	880 00	53,000 69
Philadelphia, Newtown and New York,	17,189 19	. . . . .	63,128 85	4,475 04	84,793 08
Philadelphia and Reading,	1,768,569 67	2,076,463 76	6,891,032 72	667,241 22	11,403,307 37
Philadelphia, Wilmington and Baltimore,	1,315,674 80	1,016,857 86	3,650,048 02	514,905 57	6,497,486 25
Pine Creek,	94,750 31	48,882 20	316,961 45	36,514 03	497,107 99
Pittsburgh and Castle Shannon,	2,942 64	3,649 50	66,516 20	9,127 09	82,235 43
Pittsburgh, Chartiers and Youghiogheny,	38,755 32	9,844 30	39,101 47	7,246 57	94,947 66
Pittsburgh, Cincinnati, Chicago and St. Louis,	1,503,663 21	2,424,403 16	5,744,338 99	884,181 11	10,556,586 47
Pittsburgh and Connellsville,	354,279 23	202,632 82	1,053,620 58	141,373 30	1,751,905 93
Pittsburgh, Fort Wayne and Chicago,	1,197,951 31	1,435,439 89	3,941,742 44	625,683 36	7,200,817 00
Pittsburgh Junction,	16,258 96	3,360 67	29,188 22	18,728 68	67,536 53
Pittsburgh and Lake Erie,	620,276 42	443,612 76	1,049,882 04	197,500 10	2,311,271 32
Pittsburgh, Marion and Chicago,	8,609 13	1,308 75	11,384 68	5,133 20	26,435 76
Pittsburgh and Mcon Run,	2,632 12	220 17	4,813 50	14,455 65	22,121 44
Pittsburgh and Northern,	759 15	83 13	2,277 64	100 50	3,220 42
Pittsburgh, Shenango and Lake Erie,	76,061 55	27,129 71	150,924 43	57,402 13	311.517 62
Pittsburgh and Western,	154,075 38	158,979 90	536,822 84	78,033 52	927,911 64
Pittsburgh, Youngstown and Ashtabula,	115,335 57	133,118 05	362,166 08	50,744 75	661,364 45
Pomeroy and Newark, a,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .

Reading and Columbia,	42,770 95	. . . . .	150,519 60	2,948 05	196,238 60
Reynoldsville and Falls Creek,	10,198 97	. . . . .	45,358 13	26,043 52	81,600 62
Rupert and Bloomsburg,	897 63	2,106 96	6,240 64	35 36	9,280 59
Salisbury,*	11,088 50	522 69	13,182 37	4,705 09	29,498 70
Sharpsville,	6,476 34	1,979 93	9,228 72	1,747 79	19,432 78
Slackwater Connecting,	1,744 72	281 15	5,737 73	3,372 00	11,135 60
Slate Run,	5,159 42	2,089 48	5,504 36	1,045 51	13,798 77
Somerset and Cambria,	31,768 41	6,248 45	52,232 85	18,493 05	108,742 76
South West Pennsylvania Railway and Mining Company, g,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
St. Mary's and Southwestern,	849 06	712 40	942 92	704 56	3,208 94
Stewartstown,	4,228 68	1,141 61	4,640 56	341 39	10,352 24
Stony Creek,	9,105 63	. . . . .	22,357 41	3,517 12	34,980 06
Susquehanna and Buffalo,	3,081 84	957 73	2,729 67	1,507 40	8,276 64
Susquehanna and Clearfield, h,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Sugar Run,	3,163 86	1,911 38	9,011 72	912 00	14,998 96
Tamaqua, Hazleton and Northern,	2,235 53	1,878 49	6,879 56	64 99	11,058 57
Tiadaghton and Fahnestalk,	2,267 94	358 46	1,993 88	503 66	5,123 94
Tioga,	32,419 37	20,322 88	86,809 37	7,297 55	146,849 17
Tionesta Valley,	11,757 50	3,769 39	11,274 36	7,329 00	34,130 25
Tipton, i,	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Ursina and North Fork,	1,049 87	. . . . .	737 65	. . . . .	1,787 52
Waynesburg and Washington,	16,453 58	4,937 72	14,425 37	2,714 93	38,531 60
Western Maryland,	137,250 84	93,936 40	358,815 38	62,656 25	652,658 87
Western New York and Pennsylvania,	591,626 09	415,620 22	1,019,944 61	187,164 55	2,214,355 47
Wheeling, Pittsburgh and Baltimore, i. *	104,041 75	41,999 32	311,807 70	41,617 37	499,466 14
Wilkes-Barre and Eastern,	26,406 34	8,065 83	30,379 25	2,768 22	67,619 64
Williamsport and North Branch,	29,450 75	5,569 28	31,382 57	11,041 85	77,444 45
William's Valley,	1,815 82	603 64	10,150 67	2,779 93	15,350 06
Wilmington and Northern,	73,451 51	41,059 42	198,759 17	39,894 77	353,164 87
Total,	$26,797,703 13	$31,460,128 43	$91,457,530 61	$12,959,343 56	$162,948,172 40

e See foot note † Table F.
a Deficit from operations, $15,798.64.
* See foot note * Table F.
g Deficit from operating, $4,790.77.
h Deficit from operating, $1,046.58.
i Deficit from operating, $177 59.
l * Deficit from operating, $10,019.08.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANIES.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1894.	Dfiecit on June 30, 1894.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Addison and Pennsylvania,	$31,377 43	$90,851 45	. . . . .	$1,180 47	.72	$1,292 91
Allegheny and Kinzua,	. . . . .	22,683 68	$8,061 43	. . . . .	.74	. . . . .
Allegheny Valley,	1,183,258 78	2,467,036 32	. . . . .	402,817 79	.62	4,931 91
Allentown,	240 00	240 00	2,675 32	. . . . .	. . .	. . . . .
Allentown Terminal,	18,000 00	18,000 00	22,500 00	. . . . .	. . .	. . . . .
Altoona, Clearfield and Northern,	. . . . .	9,260 00	. . . . .	547 55	.92	. . . . .
Bald Eagle Valley,	54,316 21	54,316 21	. . . . .	40,177 93	. . .	. . . . .
Baltimore and Harrisburg,	43,932 21	196,279 40	41,297 15	. . . . .	.62	. . . . .
Baltimore and Lehigh,	93 88	55,943 42	. . . . .	710 61	.93	. . . . .
Baltimore and Philadelphia,*	248,898 10	903,359 41	. . . . .	141,654 62	.86	11,036 45
Bangor and Portland,	20,875 82	131,632 52	1,918 56	. . . . .	.78	2,734 05
Barclay Coal Company's Railroad,	4,698 48	38,527 39	. . . . .	3,634 93	. . .	. . . . .
Bear Rock,	435 17	879 34	. . . . .	91 43	. . .	. . . . .
Beaver and Ellwood,	. . . . .	10,087 46	. . . . .	2,305 67	. . .	3,362 49
Bedford and Bridgeport,	93,652 19	93,652 19	. . . . .	7,942 51	. . .	. . . . .
Beech Creek,	334,552 53	1,128,698 53	. . . . .	223,164 80	.70	5,303 85
Bellefonte Central,	4,254 55	33,603 71	. . . . .	9,103 60	. . .	. . . . .
Berlin,	46 79	11,176 73	. . . . .	5,094 53	1.82	. . . . .
Berlin Branch,	3,094 24	8,581 39	. . . . .	2,336 25	.89	783 87
Bloomsburg and Sullivan,	32,840 13	64,465 11	. . . . .	3,019 98	.50	. . . . .
Bradford, Bordell and Kinzua,	380 28	48,460 56	. . . . .	1,035 22	1.01	1,931 20
Bradford, and Western Pennsylvania,	. . . . .	4,529 19	. . . . .	2,286 67	. . .	738 19
Brownstone and Middletown,	232 52	9,444 60	181 87	. . . . .	.95	. . . . .
Buffalo, Rochester and Pittsburgh,	930,249 31	2,783,485 33	. . . . .	79,026 59	.69	5,519 20
Bustleton,	788 75	6,870 71	. . . . .	6,870 71	. . .	. . . . .

*See foot note *Table F.

Buffalo and Susquehanna,	20,468 16	205,695 93	. . . . .	. . . . .	. . .	. . . . .
Cambria and Clearfield,	69,128 81	69,128 81	. . . . .	19,553 61	. . .	. . . . .
Catasauqua and Fogelsville,	12,419 95	38,497 92	. . . . .	8,622 04	.63	958 75
Catawissa,	8,729 33	8,729 33	. . . . .	. . . . .	. . .	. . . . .
Central Pennsylvania and Western,	. . . . .	20,965 84	1,894 89	. . . . .	.92	676 30
Central Railroad Company of Pennsylvania,	. . . . .	22,124 14	. . . . .	8,831 93	. . .	. . . . .
Chambersburg and Gettysburg,	48 00	1,017 67	105 34	. . . . .	. . .	. . . . .
Chartiers, a,	67,472 71	224,819 02	. . . . .	23,704 13	.68	6,701 29
Chester Creek,	12,291 30	12,291 30	. . . . .	. . . . .	. . .	. . . . .
Chester and Delaware River,	792 15	33,217 06	. . . . .	16,182 20	1.90	5,688 55
Chestnut Hill.	2,000 00	2,000 00	. . . . .	. . . . .	. . .	. . . . .
Clarion River,	1,010 20	13,948 36	5,130 12	. . . . .	. . .	1,078 18
Clearfield and Mahoning,	32,500 00	32,500 00	. . . . .	. . . . .	. . .	. . . . .
Cleveland and Pittsburgh, b,	654,089 33	2,369,573 23	. . . . .	9,959 24	.70	7,659 09
Colebrookdale,	36,240 00	36,240 00	. . . . .	24,609 87	. . .	. . . . .
Columbia and Port Deposit,	76,784 03	76,784 03	. . . . .	20,611 05	. . .	. . . . .
Connecting,	68,920 12	68,920 12	. . . . .	. . . . .	. . .	. . . . .
Cornwall,	1,439 65	50,943 71	. . . . .	52,516 95	.91	3,907 19
Cornwall and Lebanon,	47,343 49	126,347 60	. . . . .	10,379 47	.60	3,174 13
Confluence and Oakland,*	10,216 81	29,903 54	. . . . .	17,177 32	1.54	. . . . .
Coudersport and Port Allegheny,	14,740 00	45,271 00	. . . . .	2,255 26	.51	1,388 50
Cresson, Clearfield County and New York Short Route,	46,838 91	46,838 91	. . . . .	25,567 85	. . .	. . . . .
Cumberland Valley,	50,675 95	680,057 25	. . . . .	3,954 23	.77	4,342 66
Delaware and Hudson Canal Company's Railroad,	1,092,799 28	2,454,271 51	. . . . .	1,218,143 68	1.16	10,625 09
Delaware, Lackawanna and Western,	7,550,353 35	12,241,633 21	685,043 64	. . . . .	.61	24,106 05
Delaware, Susquehanna and Schuylkill,	22,831 05	436,634 66	. . . . .	. . . . .	.48	7,078 40
Dillsburg and Mechanicsburg,	6,050 00	18,888 11	. . . . .	2,877 17	. . .	. . . . .
Downingtown and Lancaster,	15,599 76	24,615 41	. . . . .	24,615 41	. . .	. . . . .
Dunkirk, Allegheny Valley and Pittsburgh,	11,505 88	358,444 87	. . . . .	114,907 77	1.42	3,829 35
East Broad Top,	24,534 33	78,642 86	. . . . .	14,256 88	.86	1,212 65
East Mahoning,	3,200 00	3,200 00	. . . . .	. . . . .	. . .	. . . . .
East Pennsylvania,	19,800 00	19,800 00	. . . . .	. . . . .	. . .	. . . . .
Elmira and Williamsport,	101,622 19	101,622 19	15 94	. . . . .	. . .	. . . . .
Ellwood Connecting,	64 97	64 97	. . . . .	. . . . .	. . .	. . . . .
Ellwood Short Line,	15,000 00	15,000 00	14,931 77	. . . . .	. . .	. . . . .
Emporium and Rich Valley,	. . . . .	7,373 48	. . . . .	272 54	. . .	. . . . .
Erie and Pittsburgh, b,	224,178 38	642,634 90	. . . . .	409 73	.74	4,134 54
Erie and Wyoming Valley,	210,315 81	757,412 11	21,307 43	. . . . .	.75	7,980 98
Falls Brook,	33,104 16	457,406 02	90,925 10	. . . . .	.66	4,213 52

b See foot note † Table F.
a See foot note † Taqle F.
* See foot note * Table F.

TABLE K.—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1894.	Deficit on June 30, 1894.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Fairmount, Morgantown and Pittsburgh,*	$110,497 81	$205,884 34		$90,918 20	.77	
Falls Creek,	2,663 36	9,986 89		1,664 87	.72	
Fayette County,	646 89	646 84		158 65		
Gettysburg and Harrisburg,	32,631 64	113,342 50		19,994 78	.86	$2,332 68
Greenlick,	31 81	135 33		78 28		
Hanover and York,	13,032 65	13,032 65	$6,162 27			
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	41,524 45	41,524 45	3,655 25			
Huntingdon and Broad Top Mountain,	117,295 00	400,267 23		25,289 46	.48	
Hunter's Run and Slate Belt,	870 62	8,565 17		2,808 94	1.33	569 96
Ironton,	1,280 45	14,872 59	1,227 20		.48	
Jamestown and Franklin,	44,616 00	44,616 00	8,432 64			
Johnsonburg,	13,033 20	13,033 20		1,219 95		
Junction,	45,625 00	165,056 76		19,619 83	.65	
Kensington and Tacony,	4 20	4 20	25 80			
Kinzua Creek and Kane,	844 38	21,701 61		1,184 40		
Kinzua Hemlock,			2,957 54			
Kinzua Valley,	435 34	8,061 91	2,574 72		.72	762 66
Kishacoquillas Valley,		9,199 57		2,020 70		920 00
Lackawanna and Montrose,	404 09	12,923 02	1,426 82		.90	1,194 55
Lancaster, Oxford and Southern,		14,103 70		1,029 12		
Lake Shore and Michigan Southern,	4,501,709 50	18,752,620 45		98,909 12	.67	9,897 15
Lehigh and Lackawanna,	17,315 87	82,767 25		3,137 39		1,773 26
Lehigh and Susquehanna,*		2,351,116 99	752,526 01			10,456 84
Lehigh Valley,	4,749,675 95	16,338,542 40	558,314 19		.73	9,533 61
Lewisburg and Tyrone,	19,341 30	19,341 30	2,877 19			
Ligonier Valley,	4,919 51	33,117 54	2,107 46		.80	2,685 52
Little Saw Mill Run,	11,357 97	45,021 71		4,251 28	.77	11,221 24

Little Schuylkill Navigation,	52,096 13	52,096 13	. . . . .	1,117 68	. .	. . . . .
Lykens Valley,	2,176 63	2,176 63	668 54	. . . . .	. .	. . . . .
McKeesport and Bessemer,	25,006 00	25,006 00	9,211 74	. . . . .	.	. . . . .
McKeesport Connecting,	. . . . .	20,572 48	5,369 77	. . . . .	.79	. . . . .
Mahoning Valley,	13,176 94	27,866 53	7,009 62	. . . . .	.42	1,474 85
Middletown and Hummelstown,	75 09	15,955 80	. . . . .	6,573 14	1.69	2,406 17
Mifflin and Centre County,	15,409 95	15,409 95	18,359 68	. . . . .	. .	. . . . .
Mill Creek and Mine Hill,	494 60	494 60	167 90	. . . . .	. .	. . . . .
Mine Hill and Schuylkill Haven,	35,350 95	35,350 95	4,740 05	. . . . .	. .	. . . . .
Monongahela Connecting,	19,004 13	88,015 33	19,505 60	. . . . .	.57	. . . . .
Monongahela River and Street's Run,	95 53	1,947 79	79 18	. . . . .	1.06	. . . . .
Mont Alto,	7,617 16	29,046 94	. . . . .	6,416 07	.94	1,197 86
Montour,	. . . . .	18,391 27	. . . . .	278 17	. .	. . . . .
Montrose,	230 47	20,872 68	. . . . .	1,713 56	1.07	236 32
Mount Carmel and Natalie,	5,527 77	5,527 77	38,124 62	. . . . .	. .	. . . . .
Mount Carbon and Port Carbon,	4,581 67	4,581 67	. . . . .	1,084 27	. .	. . . . .
Mount Jewett, Kinzua and Riterville,	7,927 74	34,918 27	. . . . .	40 96	.77	1,255 37
Mount Jewett and Smethport,	. . . . .	3,619 41	3,985 64	. . . . .	.69	1,723 88
Mount Penn Gravity,	4,356 45	15,003 82	. . . . .	1,683 42	. .	1,330 92
Mount Pleasant and Broadford,	146 71	329 74	17,303 13	. . . .	. .	. . . . .
Nescopec,	11,626 66	11,626 66	. . . .	5,625 99	. .	. . . . .
Nesquehoning, Valley,	8,376 72	8,376 72	. . . . .	. . . . .	. .	. . . . .
Neversink Mountain,	. . . . .	19,055 48	. . . .	9,128 83	. .	. . . . .
New Castle and Beaver Valley, *	2,533 86	95,477 52	22,386 52	. . . . .	.64	6,204 52
New Castle and Butler,	. . . . .	7,045 80	. . . . .	1,502 88	. .	. . . . .
New Castle and Shenango Valley,	15,035 03	15,035 03	. . . . .	6,098 82	. .	. . . . .
New Haven and Dunbar,	. . . . .	5,729 62	3,123 66	. . . . .	. .	. . . . .
Newport and Sherman's Valley,	6,250 00	21,454 73	6,869 11	. . . . .	.55	533 49
New York, Lake Erie and Western,	9,608,756 59	27,735,197 96	. . . . .	688,084 34	.68	12,002 44
New York, Chicago and St. Louis,	1,147,279 59	6,099,287 93	. . . . .	212,152 35	.80	9,323 53
New York, Pennsylvania and Ohio,	1,521,317 88	1,521,317 88	464,275 28	. . . . .	. .	. . . . .
New York, Susquehanna and Western,	628,627 48	1,560,330 15	20,421 63	. . . . .	. .	14,355 97
Nittany Valley,	11,010 25	11,010 25	. . . . .	4,135 25	.	. . . . .
North Bend and Kettle Creek,	214 00	14,428 49	. . . . .	12,658 99	.	. . . . .
Northern Central,	1,372,563 55	5,643,490 20	442,713 68	. . . . .	.70	11,455 43
North East Pennsylvania,	19,809 91	90,542 72	. . . . .	14,196 08	.93	. . . . .
North Pennsylvania,	504,000 00	504,000 00	. . . . .	. . . . .	.	. . . . .
North and West Branch,	125,071 94	125,071 94	64,845 09	. . . . .	. .	. . . . .
Ohio and Baltimore Short Line,	25,169 19	46,411 70	. . . . .	33,979 40	1.70	. . . . .
Ohio Connecting,	66,973 11	80,640 22	. . . . .	15,672 42	1.39	. . . . .
Oregon and Texas,	. . . . .	6,176 54	. . . . .	1,655 54	. .	772 06
Pennsylvania,	17,182,935 37	58,186,735 57	. . . . .	796,051 39	.70	15,438 93

* See foot note * Table A
* See foot note † Table F.

TABLE K—EXPENSES DURING THE YEAR—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1894.	Deficit on June 30, 1894.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Pennsylvania Company,	$3,473,722 79	$3,473,722 79	. . . . .	$1,724,477 20	. . .	. . . . .
Pennsylvania and New York Canal and Railroad,	530,000 00	530,000 00	. . . . .	. . . . .	. . .	. . . . .
Pennsylvania, Poughkeepsie and Boston,	131,012 05	131,012 05	. . . . .	129,812 05	. . .	. . . . .
Pennsylvania Schuylkill Valley,	400,258 52	400,258 52	$148,717 72	. . . . .	. . .	. . . . .
Pennsylvania and North Western,	110,130 00	409,384 99	. . . . .	24,599 25	.70	$4,002 88
Penn Gas Coal Company's Railroad,	. . . . .	17,933 98	. . . . .	10,328 40	. . .	. . . . .
People's,	1,800 00	14,573 91	. . . . .	5,299 43	. . .	. . . . .
Perkiomen,	100,455 37	287,094 54	4,577 14	. . . . .	.64	4,847 77
Perry County,	7,119 24	15,699 43	198 31	. . . . .	. . .	. . . . .
Philadelphia and Baltimore Central,	164,756 84	164,756 81	96,825 67	. . . . .	. . .	. . . . .
Philadelphia Belt Line,	. . . . .	18,715 58	. . . . .	17,401 70	. . .	. . . . .
Philadelphia and Chester Valley,	18,392 12	71,392 81	. . . . .	24,709 36	1.13	2,465 15
Philadelphia and Erie,	1,165,217 49	1,165,217 49	. . . . .	353,019 58	. . .	. . . . .
Philadelphia, Germantown and Chestnut Hill,	76,537 74	76,537 74	33,725 60	. . . . .	. . .	. . . . .
Philadelphia, Germantown and Norristown,	5,245 60	5,245 60	14,343 48	. . . . .	. . .	. . . . .
Philadelphia, Harrisburg and Pittsburgh,	25,000 00	25,000 00	. . . . .	. . . . .	. . .	. . . . .
Philadelphia, Newtown and New York,	38,153 48	122,946 56	. . . . .	9,433 62	.74	3,823 18
Philadelphia and Reading,	11,056,720 01	22,460,027 41	. . . . .	3,678,970 51	.54	12,945 06
Philadelphia and Reading Terminal,	604,085 13	604,085 13	116,368 42	. . . . .	. . .	. . . . .
Philadelphia and Trenton,	9,371 69	9,371 69	. . . . .	. . . . .	. . .	. . . . .
Philadelphia, Wilmington and Baltimore,	1,808,341 44	8,305 827 69	350,013 39	. . . . .	.72	10,334 96
Pickering Valley,	23,501 00	23,501 00	. . . . .	19,040 16	. . .	. . . . .
Pine Creek,	226,827 34	723,935 33	40,436 46	. . . . .	.58	6,645 82
Pittsburgh and Castle Shannon,	18,052 06	100,287 49	. . . . .	4,870 16	.88	12,651 60
Pittsburgh, Chartiers and Youghiogheny,	40,659 01	135,606 70	. . . . .	11,353 95	.78	5,539 53
Pittsburgh, Cincinnati, Chicago and St. Louis,	4,530,753 34	15,087,339 81	. . . . .	795,022 27	.73	9,172 14
Pittsburgh and Connellsville,	1,574,847 64	3,326,753 57	. . . . .	853,185 83	.72	. . . . .

Pitesburgh, Fort Wayne and Chicago,	1,289,881 63	8,490 698 63	532,741 14	. . . . .	.69	15,324 47
Pittsburgh Junction,	138,119 54	205,656 07	64,963 71	. . . . .	.25	. . . . .
Pittsburgh and Lake Erie,	775,445 74	3,086,717 06	. . . . .	119,106 73	.70	13,725 98
Pittsburgh, Marion and Chicago,	24,467 83	50,903 59	. . . . .	20,633 29	.87	1,057 43
Pittsburgh, McKeesport and Youghiogheny,	267,235 08	267,235 08	. . . . .	. . . . .	. . .	. . . . .
Pittsburgh and Moon Run,	. . . . .	22,121 44	. . . . .	4,612 06	. . .	. . . . .
Pittsburgh and Northern,	36 40	3,256 82	. . . . .	2,335 56	. .	805 10
Pittsburgh, Shenango and Lake Erie,	170,520 08	482,037 70	. . . . .	2,806 48	.65	1,996 14
Pittsburgh, Virginia and Charleston,	239,361 03	239,351 03	. . . . .	80,116 14	. . .	. . . . .
Pittsburgh and Western,	696,667 26	1,624,578 90	. . . . .	280,597 65	.69	4,412 32
Pittsburgh, Youngstown and Ashtabula,	224,167 52	885,531 97	. . . . .	63,066 13	.65	5,171 35
Pomeroy and Newark,	899 47	16,698 11	. . . . .	16,698 11	. . .	. . . . .
Reading and Columbia,	115,575 64	311,814 24	. . . . .	27,643 76	.69	3,020 38
Reynoldsville and Falls Creek,	5,100 00	86,700 62	53,018 18	. . . . .	.53	. . . . .
Ridgway and Clearfield,	26,936 52	26,936 52	4,121 83	. . . . .	.	. . . . .
River Front,	11,459 75	11,459 75	2,020 25	. . . . .	. . .	. . . . .
Rupert and Bloomsburg,	56 31	9,336 90	. . . . .	1,915 01	1.25	5,800 37
Salisbury,*	12,546 31	42,045 01	. . . . .	1,134 21	.72	. . . . .
Schuylkill and Lehigh,	27,000 00	27,000 00	. . . . .	. . . . .	. . .	. . . . .
Schuylkill River East Side,	233,391 42	233,391 42	66,761 44	. . . . .	. . .	. . . . .
Schuylkill and Lehigh Valley,	100,000 00	100,000 00	. . . . .	. . . . .	. . .	. . . . .
Schuylkill Valley Navigation Railroad,	495 90	495 90	151 60	. . . . .	. . .	. . . . .
Shamokin, Sunbury and Lewisburg,	110,000 00	110,000 00	. . . . .	. . . . .	. . .	. . . . .
Shamokin Valley and Pottsville,	147,615 13	147,615 13	147 50	. . . . .	. . .	. . . . .
Sharon,	9,142 20	9,142 20	82 80	. . . . .	. . .	. . . . .
Sharpsville,	7,277 82	26,710 60	. . . . .	15,381 86	1.57	946 55
Sheffield and Spring Creek,	300 00	300 00	. . . . .	. . . . .	. . .	. . . . .
Slackwater Connecting,	. . . . .	11,135 60	. . . . .	3,305 85	. . .	. . . . .
Slate Run,	33 33	13,832 10	786 83	. . . . .	. . .	. . . . .
Somerset and Cambria,	33,891 48	142,634 24	. . . . .	7,784 32	.81	. . . . .
South Fork, ..	458 67	458 67	479 26	. . . . .	. . .	. . . . .
South West Pennsylvania,	88,618 20	88,618 20	. . . . .	47,187 42	. . .	. . . . .
Southern Pennsylvania Railway and Mining Company,	43,917 92	48,708 69	. . . . .	48,708 69	. . .	. . . . .
St. Mary's and Southwestern,	753 65	3,962 59	6,209 64	. . . . .	.32	320 89
State Line and Sullivan,	40,000 00	40,000 00	27,296 34	. . . . .	. . .	. . . . .
Stewartstown,	. . . . .	10,352 24	1,064 44	. . . . .	. . .	. . . . .
Stony Creek,	25,182 29	60,162 30	. . . . .	22,033 45	.94	3,483 50
Sunbury, Hazleton and Wilkes-Barre,	160,007 52	160,007 52	27,971 15	. . . . .	. . .	. . . . .
Sunbury and Lewistown,	115,967 56	115,967 56	. . . . .	23,982 33	. . .	. . . . .
Susquehanna and Buffalo,	. . . . .	8,276 64	. . . . .	2,700 77	1.49	. . . . .
Susquehanna and Clearfield,	14,644 35	15,690 93	. . . . .	15,690 93	. . .	. . . . .
Sugar Run,	. . . . .	14,998 96	6,801 84	. . . . .	.69	. . . . .
Tamaqua, Hazleton and Northern,	. . . . .	11,058 57	1,127 36	. . . . .	.91	1,117 03

TABLE K—EXPENSES DURING THE YEAR.—CONTINUED.

NAME OF COMPANY.	Other expenses, including interest, rentals, taxes, etc.	Total expenditures for the year.	Surplus on June 30, 1894.	Deficit on June 30, 1894.	Per cent. of operating expenses to earnings.	Expenses per mile of road operated.
Tiadaghton and Fahnestalk,	. . . . .	$5,123 94	$278 89	. . . . .	. . .	. . . . .
Tioga,	$71,477 03	218,326 20	56,655 24	. . . . .	.53	$2,268 99
Tionesta Valley,	1,221 17	35,351 42	16,205 92	. . . . .	.66	804 24
Tipton,	43 25	220 84	. . . . .	$220 84	. . .	. . . .
Tyrone and Clearfield,	54,166 67	54,166 67	. . . . .	. . . . .	. . .	. . . . .
Ursina and North Fork,	14 27	1,801 79	. . . . .	76 68	. . .	. . . . .
Waynesburg and Washington,	7,337 02	45,868 62	8,502 83	. . . . .	.71	1,368 79
West Chester,	3,750 00	3,750 00	. . . . .	. . . . .	. . .	. . . . .
Western Maryland,	342,854 03	995,512 90	33,298 73	. . . . .	.61	. . . .
Western New York and Pennsylvania,	1,268,265 77	3,482 621 24	. . . . .	461,394 07	.73	3,442 55
Western Pennsylvania,	236,024 12	236,024 12	. . . . .	30,457 27	. . .	. . . .
Wheeling, Pittsburgh and Baltimore,*	280,930 15	780,396 27	. . . . .	290,949 21	102	. . . . .
Wilkes-Barre and Eastern,	87 505 43	155,125 07	. . . . .	63,599 35	.74	1,041 90
Wilkes-Barre and Scranton,	26,563 80	26,563 80	. . . . .	. . . . .	. . .	. . . . .
Williamsport and North Branch,	48,201 82	125,646 27	. . . . .	39,950 30	.90	1,720 98
William's Valley.	3,315 00	18,665 06	2,763 79	. . . . .	.72	1,270 84
Wilmington and Northern,	45,403 27	398,568 14	26,712 75	. . . . .	.83	3,826 27
Total,	$89,534,113 75	$252,530,197 30	$5,135,512 51	$13,997,455 88	. . .	. . . . .

* See foot note * Table F.

TABLE L.—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Valley,	. . . .	. . . .	3	17	5	7	8	24
Baltimore and Harrisburg,	. . . .	. . . .	. . . .	6	. . . .	1	. . . .	7
Beech Creek,	. . . .	. . . .	1	15	3	5	4	20
Berlin,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Bloomsburg and Sullivan,	. . . .	. . . .	1	. . . .	. . . .	. . . .	. . . .	1
Bradford, Bordell and Kinzua,	. . . .	9	. . . .	5	. . . .	9	. . . .	23
Buffalo, Rochester and Pittsburgh,	. . . .	. . . .	6	198	12	13	18	211
Catasauqua and Fogelsville,	. . . .	. . . .	. . . .	1	. . . .	1	. . . .	2
Central Railroad Company of Pennsylvania,	1	. .	. . . .	. . .	. . . .	. . . .	1	. . . .
Chartiers,	. . . .	3	1	9	1	2	2	14
Chester and Delaware River,	. . . .	. . . .	. . . .	8	1	. . . .	1	8
Cleveland and Pittsburgh,	. . . .	7	6	39	20	18	26	64
Cornwall and Lebanon,	. . . .	. . . .	. . . .	2	. . . .	. . . .	. . . .	2
Cumberland Valley,	. . . .	. . . .	. . . .	5	4	2	4	7
Delaware and Hudson Canal Company's Railroad,	. . . .	5	7	36	24	36	31	77
Delaware, Lackawanna and Western,	1	. . . .	7	25	31	13	39	38
Delaware, Susquehanna and Schuylkill,	. . . .	. . . .	. . . .	16	1	2	1	18
Dunkirk, Allegheny Valley and Pittsburgh,	. . . .	1	. . . .	9	1	2	1	12
East Broad Top,	. . . .	. . . .	. . . .	2	. . . .	1	. . . .	3
Erie and Pittsburgh,	. . . .	. . . .	. . . .	9	2	2	2	11
Falls Brook,	. . . .	. . . .	. . . .	17	1	. . . .	1	17
Fairmount, Morgantown and Pittsburgh,*	. . . .	. . . .	. . . .	4	. . . .	1	. . . .	5
Gettysburg and Harrisburg,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Huntingdon and Broad Top Mountain,	. . . .	1	2	9	1	3	3	13
Junction.	. . . .	. . . .	. . . .	3	1	. . . .	1	3
Lackawanna and Montrose,	. . . .	. . . .	. . . .	. . . .	. . .	1	. . . .	1
Lake Shore and Michigan Southern,	2	1	4	6	15	12	21	19
Lehigh and Susquehanna,	1	4	8	46	29	21	38	71
Lehigh Valley,	3	31	38	241	59	51	100	323

*See foot note * Table F.

TABLE L.—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
McKeesport Connecting,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Middletown and Hummelstown,	. . . .	. . . .	1	2	1	. . . .	2	2
Monongahela Connecting,	. . . .	. . . .	1	. . . .	2	. . . .	3	. . . .
Mount Jewett, Kinzua and Riterville,	. . . .	. . . .	1	5	. .	. . . .	1	5
Mount Jewett and Smethport,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Mount Pleasant and Broadford,	. . . .	. . . .	1	2	. . . .	3	1	5
New Castle and Beaver Valley,*	. . . .	. . . .	3	15	. . . .	3	3	18
Newport and Sherman's Valley,	. . . .	. . . .	1	. . . .	. . . .	. . . .	1	. . . .
New York, Lake Erie and Western,	. . . .	3	6	77	11	8	17	88
New York, Chicago and St. Louis,	. . . .	1	1	13	. . . .	6	1	20
New York, Susquehanna and Western,	. . . .	1	2	8	8	11	10	20
North Bend and Kettle Creek,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Northern Central,	. . . .	10	5	118	15	17	20	145
North East Pennsylvania,	. . . .	1	. . . .	3	. . . .	. . . .	. . . .	4
Ohio and Baltimore Short Line,	. . . .	. . . .	. . . .	1	. . . .	. . . .	. . . .	1
Pennsylvania,	13	349	117	2,395	339	561	469	3,305
Pennsylvania and North Western,	. . . .	. . . .	. . . .	17	. . . .	1	. . . .	18
Perkiomen,	. . . .	. . . .	. . . .	1	. . . .	1	. . . .	2
Philadelphia and Chester Valley,	. . . .	. . . .	. . . .	5	. . . .	. . . .	. . . .	5
Philadelphia, Newtown and New York,	. . . .	. . . .	. . . .	3	2	. . . .	2	3
Philadelphia and Reading,	2	82	71	779	115	138	188	999
Philadelphia, Wilmington and Baltimore,	3	31	15	84	49	75	67	190
Pine Creek,	. . . .	. . . .	2	10	. . . .	1	2	11
Pittsburgh and Castle Shannon,	. . . .	2	. . . .	. . . .	. . . .	2	. . . .	4
Pittsburgh, Chartiers and Youghiogheny,	. . . .	. . . .	. . . .	6	3	5	3	11
Pittsburgh, Cincinnati, Chicago and St. Louis,	1	54	33	1,349	86	188	120	1,591
Pittsburgh and Connellsville,	2	18	8	200	23	26	33	244
Pittsburgh, Fort Wayne and Chicago,	3	46	20	451	70	91	93	588
Pittsburgh Junction,	. . . .	. . . .	. . . .	10	3	2	3	12
Pittsburgh and Lake Erie,	. . . .	2	1	20	. . . .	46	1	68
Pittsburgh, Shenango and Lake Erie,	. . . .	. . . .	2	15	1	1	3	16

Pittsburgh and Western,	1	4	1	28	2	3	4	35
Pittsburgh, Youngstown and Ashtabula,		3	3	26	2	5	5	34
Reading and Columbia,				3				3
Salisbury,			1	2			1	2
Somerset and Cambria,				1	1	2	1	3
Stony Creek,			1	2			1	2
Tamaqu, Hazleton and Northern,				1				1
Tioga,		1	1	10		2	1	13
Western Maryland,		3	3	22	3	4	6	29
Western New York and Pennsylvania,	3	25	12	73	24	31	39	129
Wheeling, Pittsburgh and Baltimore,			1	18	10	1	11	19
Williamsport and North Branch,	1	2		2	1	2	2	6
Wilmington and Northern,		3	2	8	1	8	3	19
Total,	37	703	399	6,519	983	1,447	1,419	8,669

* See foot note † Table F.

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Addison and Pennsylvania,	$744,664 40	$787,257 77	$799,215 32	$868,490 56	$658,272 55
Allegheny and Kinzua,	. . . . .	499,609 30	311,210 30	325,453 76	287,024 85
Allegheny Valley,	33,236,659 48	33,425,781 99	17,788,536 92	17,712,302 52	17,577,659 19
Allentown,	12,745 37	12,745 37	12,745 37	12,745 37	12,745 37
Allentown Terminal,	453,674 71	510,827 44	527,282 40	539,548 25	542,006 00
Altoona, Clearfield and Northern,	. . . . .	28,000 00	57,615 00	78,642 73	96,895 14
Arnot and Pine Creek,	3,350 74	3,350 74	3,350 74	3,350 74	. . . . .
Bald Eagle Valley,	370,119 67	356,188 25	352,944 47	352,290 60	344,036 05
Baltimore and Cumberland Valley,	72,800 00	72,800 00	72,800 00	72,800 00	72,800 00
Baltimore and Cumberland Valley Extension,	230,000 00	230,000 00	230,000 00	230,000 00	230,000 00
Baltimore and Harrisburg,	761,347 50	774,208 15	787,162 87	749,854 32	690,000 00
Baltimore and Harrisburg Western Extension,	240,000 00	240,000 00	240,000 00	240,000 00	240,000 00
Baltimore and Lehigh,	. . . . .	. . . . .	2,151,719 21	. . . . .	12,096 01
Baltimore and Philadelphia,	6,586,919 73	6,747,803 40	6,955,453 73	7,079,198 74	7,220,853 36
Bangor and Portland,	318,900 00	320,000 00	320,000 00	320,000 00	320,000 00
Barclay Coal Company's Railroad,	77,478 00	76,000 00	81,000 00	82,000 00	82,000 00
Bear Rock,	. . . . .	. . . . .	. . . . .	. . . . .	5,610 37
Beaver and Ellwood,	. . . . .	52,935 73	73,315 64	3,909 03	110,542 14
Bedford and Bridgeport,	7,331,500 00	1,700,309 75	1,702,834 68	1,701,131 34	1,700,435 60
Beech Creek,	5,505,980 21	5,502,963 26	5,887,560 34	5,907,071 94	6,088,196 14
Bellefonte Central,	. . . . .	. . . . .	15,152 67	58,013 27	66,374 59
Berlin,	48,156 65	58,806 91	67,584 88	73,890 85	78,985 38
Berlin Branch,	51,243 58	58,846 73	65,054 01	66,722 84	68,593 67
Bloomsburg Belt,	. . . . .	. . . . .	. . . . .	. . . . .	5,059 24
Bloomsburg and Sullivan,	. . . . .	. . . . .	600,000 00	599,000 00	599,000 00
Bradford, Bordell and Kinzua,	694,662 56	711,260 10	660,404 70	5,099 33	8,174 51
Bradford, Bordell and Smethport,	3,686 84	17,036 13	17,036 13	. . . . .	. . . . .
Bradford, Eldred and Cuba,	951,003 62	983,346 64	1,015,467 97	. . . . .	. . . . .
Bradford, Richburg and Cuba,	156,369 50	. . . . .	. . . . .	. . . . .	. . . . .
Bradford and Western Pennsylvania,	. . . . .	. . . . .	376 15	5,796 90	10,215 15
Brownstone and Middletown,	. . . . .	. . . . .	1,597 18	3,608 85	895 58
Buffalo, Bradford and Pittsburgh,	806,606 74	580,000 00	823,543 61	827,916 28	580,000 00
Buffalo, Rochester and Pittsburgh,	9,145,071 38	9,561,191 18	9,880,481 29	11,546,474 99	11,890,185 30
Buffalo and Susquehanna,	. . . . .	. . . . .	. . . . .	. . . . .	778,701 01
Bustleton,	. . . . .	3,811 30	12,332 50	18,900 16	25,770 87

Cambria and Clearfield,	213,015 95	247,962 72	1,129,597 51	1,381,934 15	1,312,351 32
Catasauqua and Fogelsville,	166,284 53	151,274 66	164,284 18	195,058 80	194,649 65
Catawissa,	1,617,000 00	1,617,000 00	1,617,000 00	1,617,000 00	1,617,000 00
Central Pennsylvania and Western,	. . . . .	. . . . .	. . . . .	651,000 00	682,000 00
Chambersburg and Gettysburg,	. . . . .	. . . . .	5,089 72	8,681 64	7,905 36
Chartiers,	505,355 00	504,778 75	505,618 25	505,966 25	506,798 50
Cherry Grove,	. . . . .	. . . . .	. . . . .	10,000 00	10,000 00
Chester Creek,	196,745 00	197,061 50	196,163 00	196,223 00	196,341 50
Chester and Delaware River,	212,431 84	212,431 84	277,785 56	320,588 37	336,770 58
Chestnut Hill,	. . . . .	. . . . .	499 50	190 50	243 00
Clarion River,	. . . . .	. . . . .	17,330 51	18,396 15	16,000 00
Clearfield and Mahoning,	. . . . .	. . . . .	. . . . .	. . . . .	694,478 63
Cleveland and Pittsburgh,	6,669,628 63	6,665,409 77	7,487,233 43	8,042,201 93	8,336,978 88
Colebrookdale,	866,325 89	889,275 09	912,725 67	943,662 00	972,750 21
Columbia and Port Deposit,	2,946,140 00	1,801,491 41	1,805,029 73	1,801,260 71	1,800,970 00
Connecting,	1,920,758 29	1,976,256 06	2,053,047 81	2,100,198 51	2,107,488 46
Corning, Cowanesque and Antrim,	1,250,000 00	1,254,758 69	890,000 00	. . . . .	. . . . .
Cornwall,	67,000 00	62,143 00	34,000 00	. . . . .	20,000 00
Cornwall and Lebanon,	835,581 71	800,000 00	877,206 96	835,822 46	834,360 62
Confluence and Oakland,	200,000 00	215,136 22	231,718 06	248,279 16	265,678 74
Coudersport and Port Allegheny,	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Cresson, Clearfield County and New York Short Route,	. . . . .	893,110 66	844,343 45	914,420 20	959,420 30
Crescent Connecting,	. . . . .	. . . . .	5,009 60	. . . . .	. . . . .
Cumberland Valley,	493,371 86	373,824 11	398,916 67	396,059 86	377,342 19
Delaware and Hudson Canal Company's Railroad,	15,378,000 00	16,047,889 08	17,575,966 25	13,456,496 50	13,449,658 74
Delaware, Lackawanna and Western,	11,797,644 05	12,664,147 54	13,117,545 85	11,041,731 74	10,014,328 28
Delaware River and Lancaster,	2,004,890 68	347,918 18	373,488 62	. . . . .	. . . . .
Delaware, Susquehanna and Schuylkill,	97,097 51	51,166 70	726,298 08	53,562 23	787,374 78
Dillsburg and Mechanicsburg,	109,171 50	110,307 20	116,883 75	113,759 28	116,666 45
Downingtown and Lancaster,	491,553 29	369,569 80	408,947 83	447,809 69	472,613 30
Dunkirk, Allegheny Valley and Pittsburgh,	3,151,619 93	3,114,436 34	3,165,164 00	3,109,827 34	3,198,391 89
East Broad Top,	683,846 89	702,051 75	719,208 75	743,846 12	751,310 37
East Mahanoy,	16,927 08	18,590 08	17,820 16	21,562 11	21,655 32
East Pennsylvania,	495,000 00	495,045 89	495,045 89	495,045 89	495,045 89
Easton and Northern,	. . . . .	. . . . .	63,665 93	. . . . .	78,920 46
Edgewood,	19,562 64	. . . . .	. . . . .	. . . . .	. . . . .
Elmira and Williamsport,	1,570,095 00	1,600,095 00	1,600,095 00	1,600,095 90	1,600,095 00
Ellwood Connecting,	. . . . .	. . . . .	. . . . .	13,726 66	12,588 84
Ellwood Short Line,	. . . . .	. . . . .	. . . . .	. . . . .	403,928 74
Emporium and Rich Valley,	. . . . .	. . . . .	10,285 07	12,425 50	20,913 73
Engleside,	. . . . .	. . . . .	. . . . .	789 20	. . . . .
Erie and Pittsburgh,	3,303,381 84	3,414,857 00	3,409,944 60	3,404,704 87	3,406,995 19

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Erie and Wyoming Valley,	$3,788,546 05	$3,740,576 31	$3,659,942 02	$3,551,512 69	$3,664,280 16
Falls Brook,	. . . . .	. . . . .	. . . . .	1,737,483 83	1,239,429 83
Fairmount, Morgantown and Pittsburgh,	. . . . .	. . . . .	. . . . .	. . . . .	3,090,918 20
Falls Creek,	1,078 65	4,738 54	3,003 61	44 87	4,564 58
Fayette County,	. . . . .	. . . . .	. . . . .	. . . . .	158 65
Gettysburg and Harrisburg,	388,330 80	466,660 44	681,528 48	698,426 59	742,651 73
Greenlick,	. . . . .	. . . . .	. . . . .	24 35	. . . . .
Hanover and York,	245,048 37	225,318 02	210,092 50	173,945 00	158,897 50
Harrisburg, Portsmouth, Mount Joy and Lancaster,	760,474 75	758,090 50	758,847 25	757,932 75	758,337 50
Huntingdon and Broad Top Mountain,	2,280,500 00	2,280,500 00	2,960,500 00	3,344,389 29	3,202,916 61
Hunter's Run and Slate Belt,	. . . . .	. . . . .	46,009 81	59,850 31	55,840 01
Ironton,	5,709 36	10,134 59	6,896 54	7,681 94	5,441 15
Jamestown and Franklin,	2,028,144 94	2,028,977 20	2,024,185 68	1,998,173 11	1,988,342 72
Jefferson,	4,476,727 45	3,100,000 00	4,478,531 83	4,480,075 34	3,100,000 00
Johnsonburg,	225,061 03	235,161 84	242,190 74	228,527 47	224,000 00
Johnsonburg and Bradford,	. . . . .	. . . . .	. . . . .	. . . . .	497,554 73
Junction,	736,747 19	740,372 97	740,075 86	739,954 30	766,876 58
Kensington and Tacony,	46,514 99	99,272 54	96,474 31	13,849 43	7,340 61
Kinzua Creek and Kane,	6,166 67	5,023 53	8,579 40	14,500 00	13,990 38
Kinzua Hemlock,	. . . . .	. . . . .	. . . . .	28,196 27	23,629 02
Kinzua Valley,	. . . . .	3,798 97	1,459 48	6,993 11	5,255 24
Kishacoquillas Valley,	. . . . .	. . . . .	. . . . .	. . . . .	3,300 00
Lackawanna and Montrose,	. . . . .	17,067 82	7,337 63	8,075 00	4,387 45
Lancaster, Oxford and Southern,	. . . . .	. . . . .	. . . . .	1,576 56	1,453 48
Lancaster and Reading Narrow Gauge,	350,000 00	. . . . .	. . . . .	. . . . .	. . . . .
Lake Shore and Michigan Southern,	48,796,417 19	48,647,420 07	49,494,377 15	48,680,074 74	47,922,352 32
Lehigh and Lackawanna,	601,521 94	600,000 00	600,000 00	600,000 00	600,000 00
Lehigh Valley,	30,482,233 02	29,875,000 00	37,846,523 75	38,669,762 19	39,584,625 79
Lewisburg and Tyrone,	299,022 49	295,123 96	294,174 65	295,919 30	294,174 65
Ligonier Valley,	75,000 00	82,481 69	86,323 23	77,895 52	76,009 99
Little Saw Mill Run,	178,500 00	178,500 00	178,500 00	150,500 00	145,500 00
Little Schuylkill Navigation,	. . . . .	. . . . .	18,525 70	19,202 20	20,003 94
Littlestown,	58,644 20	59,265 00	56,439 17	. . . . .	. . . . .
Loyalsock,	. . . . .	. . . . .	151,227 61	49,263 05	146,048 52

McKeesport and Belle Vernon,	612,080 18	. . . . .	. . . . .	. . . . .	. . . . .
McKeesport and Bessemer,	15,352 03	419,157 54	526,714 16	510,041 25	585,283 75
McKeesport Connecting,	. . . . .	40,657 02	5,976 52	31,433 68	15,808 70
Mahoning Valley,	. . . . .	117,205 86	153,889 67	243,681 71	222,535 64
Mauch Chunk, Summit Hill and Switch Back,	. . . . .	. . . . .	875 85	895 27	. . . . .
Meadville, Conneaut Lake and Linesville,	200,000 00	200,000 00	183,000 00	200,000 00	200,000 00
Middletown and Hummelstown,	. . . . .	26,344 75	35,407 01	42,062 05	48,751 84
Mifflin and Centre County,	280,034 24	265,675 04	244,841 14	249,377 25	230,503 50
Mill Creek and Mine Hill,	188 75	1,660 62	43 75	376 25	577 50
Mine Hill and Schuylkill Haven,	. . . . .	. . . . .	. . . . .	3,275 13	2,131 13
Monongahela Connecting,	240,114 77	248,902 93	241,372 97	257,039 63	214,537 70
Monongahela River and Street's Run,	. . . . .	. . . . .	32,120 29	637 10	479 79
Mont Alto,	224,649 16	254,816 77	262,827 52	259,138 64	269,955 81
Montour,	. . . . .	100,000 00	100,000 00	100,000 00	100,386 97
Montrose,	. . . . .	. . . . .	166 64	1,290 36	711 10
Mount Carbon and Port Carbon,	858 30	2,552 40	858 30	2,740 63	1,375 94
Mount Carmel and Natalie,	. . . . .	. . . . .	100,726 86	262,838 43	276,595 39
Mount Jewett, Kinzua and Riterville,	. . . . .	42,440 42	59,709 60	85,317 50	102,082 17
Mount Jewett and Smethport,	. . . . .	. . . . .	. . . . .	3,006 75	1,583 45
Mount Penn Gravity,	100 00	35,100 00	75,000 00	100,000 00	101,800 00
Nescopec,	255,428 94	264,808 60	274,930 34	278,211 08	283,837 07
Nesquehoning Valley,	8,291 11	840 69	1,265 69	1,830 09	1,756 35
Neversink Mountain,	. . . . .	116,553 05	167,407 76	172,696 17	222,319 99
New Castle and Beaver Valley,	1,966 49	1,966 49	1,966 49	1,966 49	1,966 49
New Castle and Shenango Valley,	250,000 00	250,000 00	256,060 06	258,537 66	261,421 45
New Haven and Dunbar,	. . . . .	. . . . .	. . . . .	. . . . .	10,020 67
Newport and Sherman's Valley,	. . . . .	60,000 00	108,746 84	136,279 49	132,574 22
New York, Lake Erie and Western,	83,445,373 32	83,471,082 30	84,772,522 79	91,461,562 56	86,307,021 97
New York, Lake Erie and Western Coal,	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
New York, Chicago and St. Louis,	20,461,525 69	20,473,025 12	20,446,256 19	20,585,461 48	20,121,080 94
New York and North Pennsylvania,	50,000 00	50,045 06	51,694 17	53,434 08	57,624 82
New York, Pennsylvania and Ohio,	111,950,899 96	114,259,936 08	116,623,678 55	119,070,598 80	121,972,789 44
New York, Susquehanna and Western,	8,136,000 00	8,552,000 00	10,352,506 94	11,165,059 77	12,713,532 56
Nittany Valley,	89,687 59	89,338 23	91,400 00	87,310 00	87,100 00
North Bend and Kettle Creek,	. . . . .	. . . . .	. . . . .	. . . . .	22,595 74
Northern Central,	15,755,696 39	16,265,375 18	15,836,816 91	15,737,104 77	15,303,772 11
North East Pennsylvania,	762,575 80	818,891 00	878,090 83	915,049 61	934,699 45
North Pennsylvania,	7,540,296 54	7,371,246 76	7,514,776 11	7,523,515 96	7,568,178 81
North and West Branch,	1,501,198 50	1,512,239 30	1,547,321 45	1,505,247 49	1,500,928 50
Ohio and Baltimore Short Line,	1,394,789 25	1,474,674 95	1,523,516 72	1,562,162 56	1,596,940 08
Ohio Connecting,	. . . . .	692,966 90	704,653 58	704,075 23	708,859 96
Ontario, Carbondale and Scranton,	1,536,851 83	1,975,740 82	2,019,491 87	2,155,775 57	. . . . .
Oregon and Texas,	. . . . .	. . . . .	. . . . .	16,000 00	13,000 00
Pennsylvania,	100,170,526 29	101,553,526 15	100,043,680 18	120,906,858 94	111,039,011 97

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Pennsylvania Company,	$27,010,159 28	$27,040,826 63	$30,530,095 73	$31,505,155 64	$30,760,539 20
Pennsylvania and New York Canal and Railroad,	10,016,000 00	10,045,969 13	10,081,319 65	10,098,629 20	10,103,674 70
Pennsylvania, Poughkeepsie and Boston,	2,570,004 58	3,172,803 53	3,459,436 45	3,590,048 14	3,731,723 16
Pennsylvania Schuylkill Valley,	7,689,699 68	7,620,991 61	7,744,326 93	7,388,907 41	7,043,379 07
Pennsylvania and North Western,	1,747,129 27	1,660,586 35	2,152,717 56	2,166,743 09	2,196,325 25
People's,	37,260 59	36,683 78	37,084 88	37,456 82	36,459 82
Perkiomen,	2,915,527 39	2,904,625 36	2,941,497 58	2,948,160 64	2,955,235 39
Perry County,	59,250 00	52,972 45	59,587 50	. . . . .	111,391 53
Philadelphia and Baltimore Central,	2,109,432 08	2,204,933 25	2,201,881 00	2,200,661 00	2,206,335 81
Philadelphia Belt Line,	. . . . .	7,440 18	8,462 20	. . . . .	1,434 49
Philadelphia and Chester Valley,	380,914 51	380,465 55	400,190 16	418,411 39	437,254 83
Philadelphia and Erie,	19,474,000 00	19,674,000 00	19,680,314 00	19,776,357 41	19,841,253 13
Philadelphia and Frankford,	. . . . .	. . . . .	. . . . .	489,000 00	. . . . .
Philadelphia, Germantown and Chestnut Hill,	1,071,800 00	1,071,800 00	1,309,017 99	1,579,793 83	1,543,390 70
Philadelphia, Germantown and Norristown,	. . . . .	. . . . .	5,185 50	5,589 00	6,458 25
Philadelphia, Harrisburg and Pittsburgh,	. . . . .	1,041,580 45	1,144,542 44	1,144,542 44	1,275,762 70
Philadelphia, Newtown and New York,	868,416 59	949,480 96	946,079 29	716,705 40	1,604,135 17
Philadelphia and Reading,	150,766,504 51	154,720,767 80	153,800,402 45	180,813,731 66	179,105,763 82
Philadelphia and Reading Terminal,	153,241 93	1,213,708 07	397,009 73	2,283,521 80	2,420,815 83
Philadelphia and Trenton,	1,600,887 07	1,666,597 05	1,855,177 33	1,971,993 50	2,059,508 92
Philadelphia, Wilmington and Baltimore,	5,803,763 46	7,003,657 53	7,435,221 47	7,855,779 26	8,335,434 60
Pickering Valley,	834,150 61	852,990 97	871,635 08	1,190,251 26	909,291 42
Pine Creek,	4,404,690 51	4,013,370 38	4,008,277 60	3,869,482 33	3,829,691 41
Pittsburgh and Castle Shannon,	195,742 51	250,362 53	282,138 65	287,397 62	284,108 09
Pittsburgh, Chartiers and Youghiogheny,	769,863 43	783,976 37	727,114 92	732,934 92	703,658 57
Pittsburgh, Cincinnati and St. Louis,	16,811,885 41	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis,	. . . . .	43,919,409 50	45,770,902 80	48,604,473 97	50,197,871 27
Pittsburgh and Connellsville,	23,395,556 81	23,993,584 86	24,770,800 71	25,482,361 22	26,404,793 19
Pittsburgh, Fort Wayne and Chicago,	13,103,943 41	13,071,431 91	13,134,676 15	13,128,033 15	13,160,620 91
Pittsburgh Junction,	1,823,806 09	1,880,807 15	2,004,432 68	1,867,327 68	1,838,541 17
Pittsburgh and Lake Erie,	4,182,396 88	4,366,499 39	4,839,804 80	4,926,900 66	4,814,161 03
Pittsburgh, Marion and Chicago,	. . . . .	. . . . .	. . . . .	925,554 97	928,428 84
Pittsburgh, McKeesport and Youghiogheny,	3,169,834 72	3,750,000 00	3,750,000 00	3,750,000 00	3,750,000 00
Pittsburgh and Moon Run,	. . . . .	. . . . .	100,000 00	113,419 00	121,845 01

Pittsburgh and Northern,	46,274 53	49,013 28	49,520 06	53,076 17	55,541 73
Pittsburgh, Shenango and Lake Erie,	1,750,680 45	. . . . .	3,253,892 08	5,050,107 78	5,282,617 09
Pittsburgh, Virginia and Charleston,	3,611,998 00	3,097,419 64	3,922,605 46	4,101,642 69	4,279,113 23
Pittsburgh and Western,	12,445,037 29	12,573,690 14	14,761,808 23	16,421,910 20	17,898,438 72
Pittsburgh, Youngstown and Ashtabula,	3,372,000 00	3,372,000 00	3,378,916 20	3,380,633 35	3,380,335 03
Pomeroy and Newark,	126,210 81	149,304 01	181,262 77	201,758 27	218,456 38
Reading and Columbia,	2,880,577 63	2,922,363 65	2,975,802 51	3,036,373 33	3,063,104 60
Reading, Marietta and Hanover,	82,587 11	82,587 11	82,587 11	82,587 11	82,587 11
Rew City and Eldred,	2,087 40	2,118 60	2,118 60	. . . . .	. . . . .
Reynoldsville and Falls Creek,	. . . . .	. . . . .	178,486 11	209,318 99	252,677 22
Ridgway and Clearfield,	491,000 00	491,000 00	491,500 80	491,000 00	491,000 00
River Front,	407,672 62	367,857 50	380,143 81	387,130 02	300,300 00
Rochester, Beaver Falls and Western,	. . . . .	. . . . .	. . . . .	24,398 02	26,583 03
Rupert and Bloomsburg,	9,452 24	12,707 11	20,852 99	. . . . .	. . . . .
Salisbury,	159,713 60	150,000 00	151,841 00	151,680 00	150,024 50
Schuylkill and Lehigh,	1,031,448 45	1,031,448 45	1,031,448 45	1,031,448 45	1,026,651 22
Schuylkill River, East Side,	4,547,449 38	4,500,000 00	4,500,000 00	4,500,000 00	4,500,000 00
Schuylkill River, West Side,	1,359 10	1,359 10	1,359 10	. . . . .	. . . . .
Schuylkill and Lehigh Valley,	. . . . .	. . . . .	. . . . .	. . . . .	2,000,000 00
Schuylkill Valley Navigation Railroad,	439 80	1,834 92	404 80	409 80	417 30
Sewickley and Jeannette,	. . . . .	. . . . .	3,000 00	. . . . .	. . . . .
Shade Creek,	. . . . .	722 50	137 16	32,290 82	. . . . .
Shamokin, Sunbury and Lewisburg,	1,974,607 89	2,000,250 45	2,000,250 45	2,000,250 45	2,000,250 45
Shamokin Valley and Pottsville,	2,073,350 00	2,072,974 00	2,073,375 00	2,073,267 50	2,073,855 00
Sharon,	164,016 63	164,000 00	164,000 00	164,000 00	164,000 00
Sharpsville,	93,219 56	115,493 27	115,133 77	124,485 64	129,322 39
Sheffield and Spring Creek,	. . . . .	. . . . .	12,000 00	28,950 50	26,950 50
Shenango Valley,	4,171 71	. . . . .	67,787 33	. . . . .	. . . . .
Sinnemahoning Valley,	. . . . .	2,113 23	203 53	914 75	. . . . .
Slate Run,	. . . . .	. . . . .	12,006 84	11,010 84	10,224 01
Somerset County,	6,000 00	6,000 00	6,000 00	. . . . .	. . . . .
Somerset and Cambria,	754,500 00	754,500 00	754,500 00	636,000 00	636,000 00
South Chester,	. . . . .	. . . . .	. . . . .	34,644 81	63,315 14
South Easton and Phillipsburg,	. . . . .	7,899 12	7,899 12	. . . . .	7,899 12
South Fork,	. . . . .	23,750 00	76,766 75	85,962 49	87,961 92
South Mountain,	100,000 00	100,000 00	. . . . .	. . . . .	. . . . .
Southwest Pennsylvania,	1,033,268 16	910,694 83	931,115 64	949,154 61	931,704 17
Southern Pennsylvania,	649,855 03	629,558 55	. . . . .	. . . . .	. . . . .
Southern Pennsylvania Railway and Mining Company,	. . . . .	. . . . .	. . . . .	749,590 17	843,298 86
St. Mary's and Southwestern,	. . . . .	. . . . .	. . . . .	. . . . .	210,032 18
State Line,	. . . . .	. . . . .	. . . . .	373,485 72	. . . . .
State Line and Sullivan,	329,074 69	300,000 00	303,041 11	320,194 33	300,349 82
Stony Creek,	825,748 23	857,554 53	925,821 08	939,699 32	966,373 17

COMPARATIVE STATEMENT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Sugar Run,	. . . . .	. . . . .	. . . . .	$1,085 37	$908 76
Sunbury, Hazleton and Wilkes-Barre,	$2,537,611 50	$2,537,649 50	$2,538,364 30	2,541,765 75	2,537,523 05
Sunbury and Lewistown,	500,000 00	500,000 00	500,000 00	604,135 44	500,000 00
Susquehanna and Buffalo,	. . . . .	. . . . .	19,911 64	. . . . .	24,782 07
Susquehanna and Clearfield,	340,385 02	355,492 68	366,600 61	377,625 00	386,985 51
Tamaqua, Hazleton and Northern,	. . . . .	. . . . .	33,000 00	39,510 53	66,751 25
Tiadaghton and Fahnastalk,	. . . . .	. . . . .	21,156 98	13,922 62	. . . . .
Tioga,	789,842 00	789,500 00	789,842 00	789,842 00	789,842 00
Tionesta Valley,	79,943 93	60,178 95	40,182 14	33,886 34	33,023 24
Trenton Cut-off,	467,063 18	1,251,815 76	1,201,285 28	1,201,285 28	1,201,285 28
Treskow,	137,378 40	141,017 40	141,570 87	141,570 87	142,538 28
Tuscarora Valley,	. . . . .	. . . . .	. . . . .	. . . . .	180,000 00
Turtle Creek Valley,	92,987 13	104,920 50	37,635 06	138,919 34	. . . . .
Tyrone and Clearfield,	1,032,370 33	1,043,588 16	1,059,065 04	1,104,977 07	1,034,386 67
Union,	. . . . .	14,694 42	18,896 70	. . . . .	. . . . .
Waynesburg and Washington,	140,026 23	142,258 69	135,308 03	124,999 75	116,705 69
West Chester,	103,496 96	103,898 63	103,986 13	103,946 13	91,818 00
Western Maryland,	5,457,843 62	5,373,573 49	5,405,308 03	5,354,249 63	5,059,562 57
Western New York and Pennsylvania,	31,592,287 91	32,479,431 30	33,233,775 02	33,658,701 23	33,371,952 94
Western Pennsylvania,	4,292,090 24	4,261,004 47	4,249,095 97	4,477,199 61	4,454,757 09
Wheeling, Pittsburgh and Baltimore,	5,500,000 00	5,500,000 00	5,500,000 00	5,500,000 00	5,788,887 56
Wilcox and Rocky Run,	. . . . .	591 46	393 59	. . . . .	1 50
Wilkes-Barre and Eastern,	. . . . .	. . . . .	. . . . .	. . . . .	3,089,771 67
Wilkes-Barre and Harvey's Lake,	102,056 54	152,316 08	176,981 78	193,657 59	193,382 59
Wilkes-Barre and Scranton,	500,000 00	500,000 00	569,273 68	580,038 41	584,528 66
Wilkes-Barre and Western,	396,000 00	396,000 00	620,000 00	. . . . .	. . . . .
Williamsport and Clearfield,	230,000 00	230,000 00	230,000 00	. . . . .	. . . . .
Williamsport and North Branch,	408,773 87	398,672 19	403,895 17	695,845 24	1,249,159 10
Wilmington and Northern,	636,549 02	693,296 36	771,043 88	930,587 77	958,291 18
William's Valley,	. . . . .	. . . . .	. . . . .	109,811 04	108,903 76
Wind Gap and Delaware,	110,017 72	113,038 70	126,821 68	129,241 66	129,241 66
York and Peach Bottom,	245,000 00	245,000 00	. . . . .	. . . . .	. . . . .
Youghiogheny, Northern,	. . . . .	. . . . .	1,569 40	3 00	7 00
Youghiogheny and Wick Haven,	. . . . .	. . . . .	. . . . .	. . . . .	1,181 55
Total,	$976,502,589 51	$1,011,141,299 26	$1,033,295,617 65	$1,098,715,586 89	$1,097,380,659 64

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Addison and Pennsylvania,	$1,317,519 98	$1,331,051 74	$1,361,365 71	$1,439,072 43	$1,420,196 29
Allegheny and Kinzua,		1,008,545 44	801,187 97	800,642 92	800,642 92
Allegheny Valley,	24,049,540 30	24,049,540 30	42,547,604 23	42,795,831 97	42,887,057 67
Allentown,	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94	1,085,747 94
Allentown Terminal,	825,941 12	959,402 07	976,846 05	979,523 93	981,221 93
Altoona, Clearfield and Northern,			86,895 00	88,089 32	101,099 32
Altoona, Clearfield and Northern,		55,600 00			
Arnot and Pine Creek,	258,350 74	258,350 74	258,350 74	258,350 74	258,350 74
Bald Eagle Valley,	1,853,551 03	1,879,137 78	1,880,016 50	1,986,544 45	1,896,376 35
Baltimore and Harrisburg,	1,452,609 70	1,452,609 70	1,454,102 18	1,456,241 61	1,400,051 92
Baltimore and Lehigh,			4,786,571 65		2,000 00
Baltimore and Philadelphia,	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83	9,860,953 83
Bangor and Portland,	455,317 91	477,989 12	495,998 99	516,986 06	519,067 37
Barclay Coal Company's Railroad,	71,529 50				483,291 79
Barclay,			483,204 14	494,196 81	
Bear Rock,				26,142 90	25,201 80
Beaver and Ellwood,		102,737 74	111,599 92	144,084 68	150,381 31
Bedford and Bridgeport,	1,433,127 59	2,300,309 75	2,303,202 13	2,306,320 21	2,305,624 47
Beech Creek,	9,997,253 34	10,000,000 00	10,000,000 00	10,000,000 00	10,725,053 83
Bellefonte Central,			518,306 59	558,972 67	564,367 05
Berlin,	50,112 10	50,425 09	50,425 09	50,425 09	50,425 09
Berlin Branch,	77,326 19	77,326 19	77,326 19	77,326 19	77,326 19
Bloomsburg Belt,					15,059 24
Bloomsburg and Sullivan,			1,197,650 00	1,197,650 00	1,199,000 00
Bradford, Bordell and Kinzua,	613,800 73	613,800 32	613,923 56		1,450 35
Bradford, Bordell and Smethport,	103,686 84	117,036 13	117,036 13		
Bradford, Eldred and Cuba,	556,680 01	554,822 57	552,426 50		
Bradford, Richburg and Cuba,	156,369 50				
Bradford and Western Pennsylvania,			31,283 93	35,768 60	42,822 68
Brockport and Shawmut,	21,195 26	21,195 26	21,195 26	21,195 26	21,195 26
Brownstone and Middletown,			25,000 00	27,550 00	27,550 00
Buffalo, Bradford and Pittsburgh,	3,093,006 74	3,108,258 34	3,109,943 61	3,114,316 28	3,114,975 97
Buffalo, Rochester and Pittsburgh,	18,742,341 01	19,770,453 46	20,124,637 68	21,623,884 84	21,959,711 26
Buffalo and Susquehanna,					1,699,129 18
Bustleton,		100,000 00	100,000 00	100,000 00	100,000 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.
Cambria and Clearfield,	$510,241 05	$582,721 05	$1,864,155 84	$2,527,994 34	$2,560,735 20
Catasauqua and Fogelsville,	658,335 59	711,850 72	711,778 02	712,069 99	712,069 99
Catawissa,	6,206,668 08	6,206,668 08	6,206,668 08	6,206,668 08	6,206,668 08
Central Pennsylvania and Western,	. . . . .	. . . . .	. . . . .	. . . . .	6,240,650 50
Central Railroad Company of Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	1,031,716 55
Chambersburg and Gettysburg,	. . . . .	153,066 37	204,240 00	204,240 00	200,000 00
Chartiers,	1,121,762 17	1,121,762 17	1,121,762 17	1,134,543 26	1,134,543 26
Chester Creek,	457,100 00	457,100 00	457,100 00	457,100 00	457,100 00
Chester and Delaware River,	251,981 84	251,981 84	310,117 53	331,547 09	331,547 09
Chestnut Hill,	. . . . .	. . . . .	. . . . .	120,650 00	. . . . .
City and Park,	. . . . .	. . . . .	. . . . .	. . . . .	153,226 18
Clarion River,	. . . . .	50,778 15	112,947 83	152,865 23	. . . . .
Clearfield and Mahoning,	. . . . .	. . . . .	. . . . .	. . . . .	1,344,478 63
Cleveland and Pittsburgh,	17,851,080 07	17,951,760 61	18,224,746 06	18,351,162 47	18,653,563 28
Colebrookdale,	672,341 93	672,341 93	672,341 93	672,341 93	672,341 93
Columbia and Port Deposit,	2,047,853 47	2,404,248 46	2,406,786 78	2,809,621 46	2,811,170 06
Connecting,	3,196,780 84	3,252,248 61	3,327,690 36	3,372,266 16	3,381,651 01
Corning, Cowanesque and Antrim,	3,250,000 00	4,976,137 70	2,062,692 28	. . . . .	. . . . .
Cornwall,	854,030 69	867,011 51	865,096 96	867,635 86	867,635 86
Cornwall and Lebanon,	1,421,216 33	1,528,416 45	1,554,147 83	1,575,185 86	1,578,143 64
Confluence and Oakland,	230,000 00	230,053 13	231,176 57	231,176 57	231,398 83
Coudersport and Pine Creek,	. . . . .	. . . . .	. . . . .	. . . . .	51,500 00
Coudersport and Port Allegheny,	243,468 00	263,418 00	272,468 00	282,468 00	284,968 00
Cresson, Clearfield County and New York Short Route,	. . . . .	1,849,841 96	1,853,507 92	1,829,182 35	1,829,082 35
Crescent Connecting,	. . . . .	. . . . .	13,726 61	. . . . .	. . . . .
Cumberland Valley,	2,019,416 70	2,042,428 72	2,206,158 14	2,084,603 12	2,087,993 27
Danville and Shamokin,	26,710 00	26,710 00	26,710 00	. . . . .	. . . . .
Dauphin and Berks,	. . . . .	100,000 00	100,000 00	. . . . .	. . . . .
Delaware and Hudson Canal Company's Railroad,	5,722,928 72	5,779,766 71	5,792,823 20	5,816,106 06	5,831 377 84
Delaware, Lackawanna and Western,	26,699,133 50	27,604,230 96	26,849,763 53	26,547,381 26	26,021,108 48
Delaware River and Lancaster,	. . . . .	549,556 00	558,174 92	. . . . .	. . . . .
Delaware, Susquehanna and Schuylkill,	138,596 11	553,321 21	1,131,608 95	1,266,983 30	2,010,950 28

Dillsburg and Mechanicsburg,	203,887 74	212,842 92	215,113 02	215,793 53	215,793 53
Downington and Lancaster,	671,388 40	706,761 78	706,969 94	714,439 49	714,627 69
Dunkirk, Allegheny Valley and Pittsburgh,	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67	4,541,256 67
East Broad Top,	1,125,582 08	1,132,102 54	1,136,469 09	1,144,357 48	1,143,871 80
East Mahanoy,	497,792 68	497,792 68	497,792 68	497,792 68	497,792 68
East Pennsylvania,	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01	1,905,586 01
Easton and Northern,			263,665 93		278,825 40
Edgewood,	21,532 64	21,532 64		21,532 64	
Elmira and Williamsport,	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00	2,570,000 00
Ellwood Connecting,				63,443 48	63,443 48
Ellwood Short Line,					656,839 66
Emporium and Rich Valley,		8,562 32	88,015 28	105,262 65	113,179 81
Engleside,				11,700 05	12,306 25
Erie and Pittsburgh,	5,076,662 44	5,076,662 44	5,087,873 97	5,096,005 84	5,096,005 84
Erie and Wyoming Valley,	5,449,196 98	5,450,796 76	5,420,653 20	5,356,172 92	5,430,147 87
Falls Brook,				4,844,848 46	4,924,619 24
Fairmount, Morgantown and Pittsburgh,					2,265,446 02
Falls Creek,			29,496 62	29,496 63	27,560 51
Ferney Mountain,		31,500 00		22,946 39	
Gettysburg and Harrisburg,	568,288 91	576,157 67	1,207,121 28	1,221,659 51	1,210,639 89
Grassy Island,	9,566 72	9,703 70	9,703 70		
Greenlick,				9,000 00	9,875 65
Hanover and York,	371,826 48	371,826 48	371,826 48	532,276 48	532,276 48
Harrisburg, Portmouth, Mt. Joy and Lancaster,	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09	1,881,210 09
Hunter's Run and Slate Belt,			52,717 86	58,538 79	54,891 25
Huntingdon and Broad Top Mountain,	5,697,419 17	5,796,670 57	5,840,344 89	5,893,679 64	5,925,739 94
Ironton,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Jamestown and Franklin,	2,631,864 82	2,631,864 82	2,638,230 08	2,639,153 41	2,648,583 06
Jefferson,	6,572,777 45	6,572,785 35	6,574,581 83	6,576,125 34	6,577,258 13
Johnsonburg,	399,278 34	400,781 59	400,953 34	400,953 34	400,953 34
Junction,					917,554 73
Jones Lake,	1,063,404 40	1,034,829 40	1,034,829 40	1,034,829 40	1,034,829 40
Kensington and Tacony,	146,514 99	214,987 71	296,189 48	313,564 60	341,623 47
Kettle Creek,	2,305 38	2,322 04			
Kinzua Creek and Kane,	69,084 80	65,589 39	72,564 55	78,701 72	78,871 44
Kinzua Hemlock,				135,403 82	144,129 95
Kinzua Valley,	13,028 00	35,411 57		110,394 78	111,265 53
Kishacoquillas Valley,					78,978 87
Lackawanna and Montrose,		39,372 72	134,438 91	138,897 13	141,879 83
Lancaster, Oxford and Southern,				100,000 00	100,000 00
Lancaster and Reading Narrow Gauge	142,041 43				
Lake Shore and Michigan Southern	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00	84,000,000 00
Lehigh and Lackawanna,	972,021 94	972,021 94	970,500 00	970,500 00	970,500 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1889–90.	1890–91.	1891–92.	1892–93.	1893–94.
Lehigh and Susquehanna,	$14,785,852 45	$14,931,907 97	$15,045,697 42	$15,116,113 69	$15,187,790 60
Lehigh Valley,	35,880,962 39	38,204,267 28	38,051,001 39	39,173,802 45	39,563,608 23
Lewisburg and Tyrone,	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94	1,566,287 94
Ligonier Valley,	254,608 93	265,705 73	276,306 89	279,916 59	279,591 08
Little Saw Mill Run,	351,279 75	354,246 60	347,742 28	340,437 47	191,642 61
Little Schuylkill Navigation,	. . . . .	. . . . .	2,405,945 75	2,405,945 75	. . . . .
Littlestown,	74,850 00	74,850 00	74,850 00	. . . . .	. . . . .
Loyalsock,	154,197 22	213,588 91	301,227 61	349,263 05	446,048 52
Lykens Valley,	595,767 24	595,766 14	595,767 24	595,767 24	595,767 24
McKeesport and Belle Vernon,	1,300,000 00	. . . . .	. . . . .	. . . . .	. . . . .
McKeesport and Bessemer,	17,502 03	441,207 54	538,462 90	578,940 18	655,494 93
McKeesport Connecting,	. . . . .	45,602 90	52,431 62	46,931 62	59,128 13
Mahoning Valley,	. . . . .	159,179 96	183,742 58	281,421 91	281,691 87
Martin's Creek,	30,000 00	30,000 00	30,000 00	30,000 00	30,000 00
Mauch Chunk, Summit Hill and Switchback,	. . . . .	. . . . .	2,386 21	. . . . .	. . . . .
Meadville, Conneaut Lake and Linesville,	. . . . .	. . . . .	383,000 00	400,000 00	400,000 00
Middletown and Hummelstown,	71,485 00	121,820 88	127,520 61	129,712 94	129,829 59
Mifflin and Centre County,	365,939 39	365,939 39	365,939 39	365,939 39	372,439 39
Mill Creek and Mine Hill,	323,045 00	323,045 00	223,045 00	323,045 00	323,045 00
Mine Hill and Schuylkill Haven,	. . . . .	128,336 30	4,165,572 49	4,165,572 49	4,165,572 49
Monongahela Connecting,	682,028 38	706,023 19	717,195 90	751,347 74	751,347 74
Monongahela River and Street's Run,	. . . . .	. . . . .	32,120 29	50,261 99	50,261 99
Mont Alto,	235,000 00	235,000 00	235,000 00	235,000 00	235,000 00
Montour,	. . . . .	10,000 00	200,058 92	200,058 92	200,000 00
Montrose,	373,969 31	373,969 31	373,969 31	393,794 31	373,794 31
Mount Carbon and Port Carbon,	282,815 45	282,815 45	282,815 45	282,815 45	282,815 45
Mount Carbon and Natalie,	. . . . .	. . . . .	91,993 11	. . . . .	106,511 56
Mount Jewett, Kinzua and Riterville,	. . . . .	66,040 42	141,892 02	73,755 45	79,016 67
Mount Jewett and Smethport,	. . . . .	. . . . .	. . . . .	53,873 87	54,907 48
Mount Penn Gravity,	112,688 50	132,782 31	139,448 56	142,603 99	143,234 47
Mount Pleasant and Broadford,	202,064 40	203,167 81	203,983 07	203,983 07	203,983 07
Mount Pleasant and Latrobe,	13,030 34	13,030 34	. . . . .	. . . . .	. . . . .
Nescopec,	460,395 28	460,395 28	460,395 28	460,395 28	460,395 28
Nesquehoning Valley,	1,418,756 35	1,418,756 35	1,418,756 35	1,419,245 72	1,419,245 72

Neversink Mountain,	. . . . .	181,553 05	220,975 19	227,761 93	227,808 89
New Castle and Beaver Valley,	877,059 84	877,059 84	877,059 84	878,865 95	878,865 95
New Castle and Shenango Valley,	538,566 62	540,893 40	540,893 40	540,893 40	541,093 40
New Haven and Dunbar,	. . . . .	. . . . .	. . . . .	. . . . .	8,000 00
Newport and Sherman's Valley,	. . . . .	. . . . .	215,650 00	259,707 76	4,711 63
New York, Lake Erie and Western,	161,145,923 43	161,621,092 44	162,739,413 26	163,598,371 02	163,827,796 22
New York, Lake Erie and Western Coal,	2,056,301 81	2,067,292 44	2,070,701 35	2,162,826 36	2,226,206 70
New York, Chicago and St. Louis,	49,840,197 76	49,857,297 07	49,701,356 35	49,872,057 04	49,807,004 42
New York and North Pennsylvania,	100,000 00	100,000 00	101,659 85	104,264 70	109,060 10
New York, Pennsylvania and Ohio,	157,164,043 73	159,755,972 28	162,250,480 95	164,790,619 11	167,960,752 67
New York, Susquehanna and Western,	28,497,434 59	28,737,993 20	29,219,998 57	32,626,754 82	. . . . .
Nittany Valley,	176,952 32	176,989 28	181,428 68	182,260 65	182,260 65
North Bend and Kettle Creek,	. . . . .	. . . . .	. . . . .	. . . . .	128,963 20
Northern Central,	18,794,970 29	19,232,074 60	20,002,310 27	20,240,100 95	20,622,535 86
North East Pennsylvania,	418,159 47	677,249 11	708,701 34	713,439 32	716,505 31
North Pennsylvania,	11,983,117 41	12,068,834 93	12,066,816 62	12,064,646 17	12,062,207 14
North and West Branch,	3,306,900 20	3,317,526 95	3,354,926 60	3,311,166 64	3,301,737 05
Ohio and Baltimore Short Line,	1,521,613 58	1,532,986 93	1,541,022 92	1,541,821 96	1,542,620 08
Ohio Connecting,	. . . . .	1,318,759 15	1,343,891 04	1,330,776 54	1,322,573 83
Ontario, Carbondale and Scranton,	2,981,384 76	3,494,985 94	3,547,803 29	3,709,002 62	. . . . .
Oregon and Texas,	. . . . .	. . . . .	. . . . .	47,479 85	47,479 85
Pennsylvania,	88,735,287 86	94,003,316 77	99,075,027 25	110,548,302 49	112,735,921 51
Pennsylvania Company,	5,764,299 57	6,243,644 43	6,910,660 84	7,208,888 03	6,807,484 58
Pennsylvania and Midland,	. . . . .	25,000 00	. . . . .	. . . . .	. . . . .
Pennsylvania and New York Canal and Railroad,	8,052,325 47	8,089,040 13	8,124,390 65	8,141,700 20	8,146,745 70
Pennsylvania, Poughkeepsie and Boston,	3,781,627 33	4,357,372 26	4,357,362 26	4,357,362 26	4,329,787 86
Pennsylvania Schuylkill Valley,	13,606,966 35	13,831,908 28	14,368,443 60	14,188,024 08	14,157,000 08
Pennsylvania and Western,	. . . . .	100,000 00	100,000 00	. . . . .	. . . . .
Pennsylvania and North Western,	3,441,237 46	3,441,237 46	4,085,396 17	4,381,343 66	4,438,095 14
Penn Gas Coal Company's Railroad,	377,887 24	377,887 24	377,887 24	377,887 24	377,887 24
People's,	121,241 63	121,041 63	125,291 63	125,291 63	125,291 63
Perkiomen,	2,089,216 28	2,089,216 28	2,089,646 85	2,089,235 38	2,089,835 38
Perry County,	126,400 00	135,121 89	127,876 88	. . . . .	218,888 48
Philadelphia and Baltimore Central,	4,379,321 54	4,084,354 14	4,116,669 32	4,068,993 54	4,063,141 20
Philadelphia Belt Line,	. . . . .	24,338 35	88,302 08	. . . . .	156,054 89
Philadelphia and Chester Valley,	1,086,372 65	1,086,372 65	1,086,662 35	1,086,662 35	1,087,969 91
Philadelphia and Erie,	26,398,885 98	30,093,954 43	30,223,380 71	30,386,145 07	30,451,580 79
Philadelphia and Frankford,	. . . . .	. . . . .	. . . . .	483,976 07	. . . . .
Philadelphia, Germantown and Chestnut Hill,	2,000,000 00	2,000,000 00	2,304,717 99	2,522,715 08	2,527,485 33
Philadelphia, Germantown and Norristown,	2,282,355 61	2,282,355 61	2,282,355 61	2,007,860 42	2,007,860 42
Philadelphia, Harrisburg and Pittsburgh,	. . . . .	3,039,633 70	3,143,841 33	3,143,841 33	3,272,816 24
Philadelphia and Lehigh Valley,	. . . . .	22,184 90	22,184 90	. . . . .	. . . . .
Philadelphia, Newtown and New York,	1,900,000 00	1,900,000 00	1,900,000 00	2,300,000 00	3,200,000 00

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Philadelphia and Reading,	$98,125,807 24	$102,019,897 21	$105,668,006 87	$108,799,521 75	$107,629,543 26
Philadelphia and Reading Terminal,	183,241 98	1,239,473 75	6,122,113 49	8,981,548 30	10,294,179 73
Philadelphia and Trenton,	2,448,771 75	3,524,590 05	3,713,175 33	3,829,991 52	3,917,396 92
Philadelphia, Wilmington and Baltimore,	14,684,784 71	16,157,349 81	15,414,753 27	15,245,733 89	15,455,159 65
Pickering Valley,	481,399 08	481,399 08	481,399 08	481,399 08	481,399 08
Pine Creek,	4,637,128 06	4,637,379 61	4,637,379 61	4,645,628 08	4,645,628 08
Pittsburgh and Castle Shannon,	315,612 38	351,307 96	382,968 40	398,315 00	398,653 81
Pittsburgh, Chartiers and Youghiogheny,	1,170,745 82	1,191,475 70	1,179,501 02	1,397,851 19	1,399,378 12
Pittsburgh, Cincinnati and St. Louis,	21,758,861 61	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis,	. . . . .	84,974,584 95	90,283,270 26	93,161,827 33	93,517,838 38
Pittsburgh and Connellsville,	16,512,511 33	16,619,724 61	16,777,368 13	16,932,481 23	16,980,669 56
Pittsburgh, Fort Wayne and Chicago,	43,664,921 15	44,653,578 57	45,668,763 30	46,147,804 99	48,255,624 65
Pittsburgh Junction,	3,134,000 20	3,195,599 00	3,283,831 04	3,438,106 21	3,481,398 14
Pittsburgh and Lake Erie,	8,098,987 13	8,928,666 06	9,276,105 06	9,233,605 06	9,233,605 06
Pittsburgh, Marion and Chicago,	. . . . .	. . . . .	. . . . .	1,476,321 48	1,482,927 64
Pittsburgh, McKeesport and Youghiogheny,	6,409,650 00	7,709,650 00	7,709,650 00	7,709,650 00	7,709,650 00
Pittsburgh and Moon Run,	. . . . .	. . . . .	177,995 84	177,995 84	180,457 07
Pittsburgh and Northern,	. . . . .	. . . . .	. . . . .	150,000 00	150,130 00
Pittsburgh, Shenango and Lake Erie,	3,894,415 30	. . . . .	6,096,982 70	9,336,609 55	9,522,750 89
Pittsburgh, Virginia and Charleston,	5,563,060 94	5,798,780 71	6,101,940 85	6,288,865 90	6,463,405 79
Pittsburgh and Western,	2,123,811 26	2,622,219 74	3,602,187 38	4,065,588 01	25,146,417 50
Pittsburgh, Youngstown and Ashtabula,	6,131,304 22	6,676,389 59	6,692,813 86	6,732,429 63	6,884,182 93
Plymouth,	. . . . .	. . . . .	. . . . .	286,545 19	286,545 19
Point Breeze,	. . . . .	. . . . .	286,545 19	. . . . .	. . . . .
Pomeroy and Newark,	502,056 25	502,056 25	502,056 25	502,056 25	502,056 25
Reading and Columbia,	2,440,588 84	2,442,573 96	2,443,023 96	2,442,598 06	2,441,398 96
Reading, Marietta and Hanover,	332,587 11	332,587 11	332,587 11	332,587 11	332,587 11
Rew City and Eldred,	143,087 40	113,118 60	113,118 60	. . . . .	. . . . .
Reynoldsville and Falls Creek,	. . . . .	. . . . .	351,577 82	263,099 05	363,099 05
Ridgway and Clearfield,	985,469 80	985,469 80	985,970 60	987,503 20	987,503 20
River Front,	632,496 82	592,681 70	604,998 01	611,954 22	627,683 43
Rochester, Beaver Falls and Western,	. . . . .	48,125 76	48,125 76	. . . . .	48,125 76
Rupert and Bloomsburg,	55,122 82	55,767 57	58,046 00	58,046 00	57,924 00
Salisbury,	266,540 24	270,247 94	270,818 18	272,678 15	274,316 95

Schuylkill and Lehigh,	1,063,800 00	1,063,800 32	1,063,800 32	1,063,800 32	1,076,651 22
Schuylkill River, East Side,	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00	9,000,000 00
Schuylkill River, West Side,	2,859 10	2,859 10	2,859 10	. . . . .	. . . . .
Schuylkill and Lehigh Valley,	. . . . .	. . . . .	. . . . .	. . . . .	4,000,000 00
Schuylkill Valley Navigation Railroad,	576,840 94	576,840 94	576,840 94	576,840 94	576,840 94
*Sewickley and Jeannette,	. . . . .	. . . . .	3,000 00	. . . . .	. . . . .
Shade Creek,	7,630 59	7,630 59	12,605 84	44,621 35	. . . . .
Shamokin, Sunbury and Lewisburg,	2,973,761 62	3,048,261 62	3,048,361 62	3,048,261 62	3,384,113 58
Shamokin Valley and Pottsville,	2,876,150 00	2,876,150 00	2,876,150 00	2,876,000 00	2,876,000 00
Sharon,	602,316 63	617,345 20	617,345 20	617,345 20	617,345 20
Sharpsville,	450,196 43	450,196 43	450,196 43	450,196 43	449,446 43
Sheffield and Spring Creek,	. . . . .	. . . . .	38,950 50	38,950 50	38,950 50
Shenango Valley,	127,787 33	127,787 33	127,787 33	127,787 33	. . . . .
Sinnemahoning Valley,	90,000 00	90,000 00	90,000 00	90,000 00	. . . . .
Slackwater Connecting,	. . . . .	. . . . .	. . . . .	10,000 00	10,000 00
Slate Run,	86,442 21	86,442 21	81,000 00	81,000 00	81,000 00
Slatington,	1,729 69	1,733 29	1,733 29	. . . . .	. . . . .
Somerset County,	74,300 00	74,300 00	74,300 00	74,300 00	. . . . .
Somerset and Cambria,	1,334,917 19	1,335,565 84	1,337,300 45	1,340,305 51	1,340,422 07
South Chester,	. . . . .	. . . . .	18,898 38	134,494 81	163,315 14
South Easton and Philipsburg,	. . . . .	82,899 12	82,899 12	82,899 12	82,899 12
South Fork,	. . . . .	26,550 49	97,374 95	99,840 26	102,318 95
South Mountain,	390,764 41	390,764 41	. . . . .	. . . . .	. . . . .
South West Pennsylvania,	2,300,070 01	2,418,411 18	2,438,854 49	2,562,184 77	2,545,016 83
Southern Pennsylvania Railway and Mining Company,	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00	1,425,000 00
St. Mary's and Southwestern,	. . . . .	. . . . .	. . . . .	. . . . .	229,974 82
Stae Line (Pittsburgh),	158,781 12	183,398 49	232,395 05	645,650 36	. . . . .
State Line and Sullivan,	1,246,351 48	1,246,351 48	1,246,351 48	1,310,151 78	1,249,151 78
Stewart,	7,114 20	7,114 20	7,114 20	7,114 20	. . . .
Stewartstown,	76,067 65	76,067 65	77,047 65	77,047 65	86,238 32
Stony Creek,	544,104 88	546,263 62	549,319 88	549,319 88	549,319 88
Susquehanna and Clearfield,	570,912 55	570,912 55	570,912 55	570,912 55	570,912 56
Sugar Run,	. . . . .	. . . . .	. . . . .	57,392 55	57,392 55
Sunbury, Hazleton and Wilkes-Barre,	3,535,109 96	3,525,109 36	3,535,123 71	3,535,163 71	3,535,123 71
Sunbury and Lewistown,	1,100,000 00	1,100,000 00	1,100,000 00	1,100,000 00	1,100 000 00
Susquehanna and Buffalo,	. . . . .	. . . . .	19,911 64	23,443 90	27,482 84
Tamaqua, Hazleton and Northern,	. . . . .	. . . . .	332,869 84	333,295 78	364,999 97
Tiadaghton and Fahnestalk,	. . . . .	. . . . .	49,908 53	63,821 42	64,047 67
Tioga,	1,474,521 93	1,474,521 93	1,474,521 93	1,474,683 93	1,471,733 93
Tionesta Valley,	237,430 87	244.227 68	243,794 87	261,308 87	261,708 87
Tipton,	43,250 00	43,250 00	43,250 00	43,250 00	43,250 00
Trenton Cut-off,	467,063 18	1,251,815 76	1,301,158 03	1,301,158 03	1,301,158 03
Tresckow,	267,378 40	271,017 40	271,570 87	271,570 87	272,588 28

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889–90.	1890–91.	1891–92.	1892–93.	1893–93.
Trout Run,	$35,240 00	$38,140 00	$39,931 43	. . . . .	. . . . .
Turtle Creek Valley,	192,987 13	204,920 50	279,006 66	$388,919 34	. . . . .
Tyrone and Clearfield,	1,959,674 65	2,019,930 25	2,100,560 95	2,183,235 41	$2,122,645 01
Union,	. . . . .	17,093 01	18,998 98	. . . . .	. . . . .
Ursina and North Fork,	. . . . .	. . . . .	30,000 00	30,000 00	30,000 00
Warren and Farnsworth,	169,916 65	171,269 83	171,269 83	179,797 47	. . . . .
Waynesburg and Washington,	253,955 75	253,955 75	253,955 75	259,207 55	259,207 55
West Chester,	281,282 71	281,724 38	281,724 38	281,724 28	256,968 00
Western Maryland,	5,397,354 18	5,396,801 80	5,452,236 29	5,434,789 06	5,322,760 06
Western New York and Pennsylvania,	61,500,738 71	62,507,636 87	62,794,676 80	62,981,221 89	63,130,882 57
Western Pennsylvania,	6,318,613 50	6,288,025 73	6,272,400 73	6,613,140 94	6,596,462 42
Wheeling, Pittsburgh and Baltimore,	7,073,028 80	7,112,313 13	7,131,832 39	7,155,350 06	7,153,288 41
Wilcox,	25,000 00	21,625 60	21,625 60	21,625 60	21,625 60
Wilcox and Rock Run,	. . . . .	25,591 46	25,591 46	25,591 46	25,591 46
Wilkes-Barre and Eastern,	. . . . .	. . . . .	. . . . .	. . . . .	6,014,911 41
Wilkes-Barre and Harvey's Lake,	252,056 64	302,316 08	326,981 78	343,657 59	343,382 59
Wilkes-Barre and Scranton,	804,322 32	855,340 54	1,069,273 68	1,080,038 41	1,084,528 66
Wilkes-Barre and Western,	862,000 00	862,000 00	862,000 00	. . . . .	. . . . .
Williamsport and North Branch,	1,150,492 22	1,123,294 33	1,108,940 91	1,134,314 89	2,010,299 40
William's Valley,	. . . . .	. . . . .	. . . . .	. . . . .	202,961 23
Wilmington and Northern,	2,268,992 24	2,325,682 75	2,389,045 86	2,598,970 38	2,630,269 66
Wind Gap and Delaware,	160,017 72	163,038 70	173,821 68	179,241 66	179,241 66
York and Peach Bottom,	591,441 38	591,441 38	. . . . .	. . . . .	. . . . .
Youghiogheny, Northern,	400,000 00	400,000 00	406,000 00	460,000 00	400,000 00
Youghiogheny and Wick Haven,	. . . . .	. . . . .	. . . . .	. . . . .	15,614 45
Total,	$1,308,043,742 49	$1,412,642,276 48	$1,503,242,958 91	$1,519,314,868 16	$1,538,501,235 29

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Addison and Pennsylvania,	51,680	55,060	64,737	72,033	65,361
Allegheny Valley,	1,502,988	1,560,011	1,725,985	1,735,890	1,456,204
Altoona, Clearfield and Northern,	. . . . .	. . .	30,453	43,483	43,540
Altoona and Wapsononock,	. . . . .	1,200	. . . . .	. . . . .	. . . . .
Baltimore and Cumberland Valley,	48,545	. . . . .	. . . . .	. . . . .	. . . . .
Baltimore and Cumberland Valley Extension,	60,630	. . . . .	. . . . .	. . . . .	. . . . .
Baltimore and Harrisburg,	150,933	193,126	214,979	241,112	267,697
Baltimore and Harrisburg Western Extension,	45,947	. . . . .	. . . . .	. . . . .	. . . . .
Baltimore and Lehigh,	. . . . .	. . . . .	292,566	. . . . .	70,466
Baltimore and Philadelphia,	. . . . .	1,483,969	1,421,110	1,623,935	1,523,173
Bangor and Portland,	140,740	141,889	163,492	168,612	165,079
Barclay Coal Company's Railroad,	28,781	. . . . .	. . . . .	. . . . .	. . . . .
Beaver and Ellwood,	. . . . .	2,679	10,278	33,000	17,955
Beech Creek,	163,346	154,023	183,982	175,188	166,535
Bellefonte Central,	. . . . .	. . . . .	10,744	32,577	30,549
Berlin,	8,314	9,519	10,169	11,250	9,426
Berlin Branch,	. . . . .	5,419	5,020	6,283	8,401
Bradford, Bordell and Kinzua,	114,720	82,488	62,187	38,437	30,816
Bradford, Eldred and Cuba,	43,284	38,314	24,353	. . . . .	. . . . .
Brownstone and Middletown,	. . . . .	. . . . .	1,682	25,943	22,902
Buffalo, Rochester and Pittsburgh,	624,527	681,885	762,512	802,937	771,128
Buffalo and Susquehanna,	. . . . .	. . . . .	. . . . .	. . . . .	44,733
Catasauqua and Fogelsville,	13,417	16,934	20,279	18,149	12,287
Central Pennsylvania and Western,	. . . . .	. . . . .	. . . . .	. . . . .	26,075
Central Railroad Company of Pennsylvania,	. . . . .	. . . . .	. . . . .	. . . . .	17,075
Chambersburg and Gettysburg,	. . . . .	. . . . .	5,379	9,300	. . . . .
Chartiers,	391,594	429,700	502,861	476,470	435,888
Chester and Delaware River,	. . . . .	. . . . .	7,802	11,024	. . . . .
Clarion River,	. . . . .	. . . . .	. . . . .	. . . . .	53,847
Cleveland and Pittsburgh,	1,477,335	1,502,546	1,461,322	1,389,746	1,094,847
Corning, Cowanesque and Antrim,	181,158	190,058	229,078	. . . . .	. . . . .
Cornwall,	162,253	167,042	115,903	111,353	81,121
Cornwall and Lebanon,	213,535	255,918	198,583	210,718	114,045
Confluence and Oakland,	8,094	10,814	14,050	13,027	10,993
Coudersport and Port Allegheny,	29,595	26,746	27,620	43,628	30,458

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Cresson, Clearfield County and New York Short Route,	. . . . .	100,785	83,769	. . . . .	. . . . .
Cumberland Valley,	801,703	861,772	878,106	931,516	845,056
Delaware and Hudson Canal Company's Railroad,	1,069,360	1,051,031	1,240,333	1,315,106	1,110,293
Delaware, Laekawanna and Western,	1,533,812	1,563,635	1,699,179	1,603,756	1,533,527
Delaware River and Lancaster,	. . . . .	5,947	19,088	. . . . .	. . . . .
Delaware, Susquehanna and Schuylkill,	. . . . .	. . . . .	124	16,162	33,660
Dunkirk, Allegheny Valley and Pittsburgh,	163,834	194,082	221,749	227,043	205,900
East Broad Top,	76,218	91,575	93,089	92,674	45,866
Emporium and Rich Valley,	. . . . .	. . . . .	. . . . .	. . . . .	3,610
Erie and Pittsburgh,	268,068	298,499	265,144	243,953	192,500
Erie and Wyoming Valley,	79,431	94,156	108,435	133,353	156,229
Fairmount, Morgantown and Pittsburgh,	. . . . .	. . . . .	. . . . .	. . . . .	88,494
Falls Brook,	. . . . .	. . . . .	. . . . .	237,864	213,360
Gettysburg and Harrisburg,	91,897	7,4220	146,038	156,598	114,870
Hunter's Run and Slate Belt,	. . . . .	. . . . .	12,003	16,356	19,578
Huntingdon and Broad Top Mountain,	94,789	95,780	102,001	106,830	90,358
Kinzua Creek and Kane,	. . . . .	3,232	. . . . .	. . . . .	. . . . .
Kinzua Valley,	. . . . .	. . . . .	. . . . .	2,316	1,592
Kishaeoquillas Valley,	. . . . .	. . . . .	. . . . .	. . . . .	17,000
Lackawanna and Montrose,	. . . . .	. . . . .	23,793	33,670	31,958
Lancaster, Oxford and Southern,	. . . . .	. . . . .	. . . . .	16,820	17,172
Lake Shore and Michigan Southern,	4,544,748	5,410,894	5,868,290	5,629,514	4,980,386
Lehigh and Laekawanna,	75,820	90,415	110,314	102,046	88,346
Lehigh and Susquehanna,	956,625	1,171,834	1,090,272	1,072,536	1,091,661
Lehigh Valley,	4,692,047	5,462,516	2,701,683	. . . . .	4,682,869
Ligonier Valley,	100,948	144,100	229,474	309,620	80,914
Little Saw Mill Run,	62,918	60,724	42,411	48,463	43,855
Mahoning Valley,	. . . . .	596	6,135	9,912	7,679
Maueh Chunk, Summit Hill and Switchbaek,	. . . . .	. . . . .	38,774	38,571	. . . . .
Meadville, Conneaut Lake and Linesville,	40,016	41,275	. . . . .	. . . . .	. . . . .
Middletown and Hummelstown,	. . . .	47,842	55,936	57,929	37,041
Mont Alto,	71,460	89,348	78,597	60,299	67,396
Montour,	. . . .	30,569	31,104	44,351	23,856
Montrose,	14,669	14,128	16,223	15,273	16,434
Mount Jewett, Kinzua and Riterville,	. . . . .	. . . . .	. . . . .	5,318	4,229

Mount Jewett and Smethport,	. . . . .	. . . . .	. . . . .	570	1,349
Mount Penn Gravity,	42,937	81,547	62,522	73,167	66,475
Mount Pleasant and Broadford,	141,186	126,342	. . . . .	107,430	95,684
Neversink Mountain,	. . . .	37,852	61,877	75,687	47,762
New Castle and Beaver Valley,	191,767	210,833	176,805	167,767	144,913
Newport and Sherman's Valley,	. . . . .	. . . . .	11,927	38,800	33,306
New York, Lake Erie and Western,	11,074,489	11,677,902	11,805,389	12,452,623	11,967,285
New York, Lake Erie and Western Coal,	43,498	15,665	. . . . .	. . . . .	. . . . .
New York, Chicago and St. Louis,	525,768	575,668	555,195	545,784	595,547
New York and North Pennsylvania,	5,169	9,926	12,782	14,061	. . . . .
New York, Pennsylvania and Ohio,	1,836,966	1,878,693	. . . . .	. . . . .	. . . . .
New York, Susquehanna and Western,	1,226,379	1,356,810	1,435,896	1,609,651	1,612,092
Northern Central,	4,322,118	4,568,195	4,602,323	5,063,137	4,257,929
North East Pennsylvania,	165,757	188,125	228,129	267,824	. . .
Pennsylvania,	41,864,226	44,679,580	45,288,627	44,280,651	40,704,330
Pennsylvania, Poughkeepsie and Boston,	24,317	48,915	39,496	47,458	. . . . .
Pennsylvania and North Western,	125,323	137,185	135,896	128,968	85,911
Penn Gas Coal Company's Railroad,	21,676	21,217	21,217	20,599	22,269
Perkiomen,	163,776	177,202	185,308	184,574	181,500
Perry County,	10,661	28,047	61,525	 767	44,483
Philadelphia and Chester Valley,	48,905	54,526	44,477	42,	39,098
Philadelphia, Newtown and New York,	552,771	600,929	636,101	705,986	591,127
Philadelphia and Reading,	17,504,375	18,648,316	22,509,193	26,769,122	19,804,118
Philadelphia, Wilmington and Baltimore,	7,960,048	8,427,845	10,488,202	12,392,873	11,040,086
Pine Creek,	114,073	124,573	132,484	127,156	121,737
Pittsburgh and Castle Shannon,	553,981	645,412	790,974	1,026,174	922,606
Pittsburgh, Chartiers and Youghiogheny,	98,629	105,752	94,142	98,543	81,414
Pittsburgh, Cincinnati and St. Louis,	2,022,629	. . . . .	. . . . .	. . . . .	. . . . .
Pittsburgh, Cincinnati, Chicago and St. Louis,	. . . .	4,000,883	6,146,788	6,501,321	5,913,306
Pittsburgh and Connellsville,	2,444,581	2,441,408	2,342,231	2,471,701	1,899,598
Pittsburgh, Fort Wayne and Chicago,	4,588,036	4,840,312	4,850,276	4,868,587	3,889,597
Pittsburgh Junction,	. . . . .	. . . . .	. . . . .	26,127	88,000
Pittsburgh and Lake Erie,	1,551,229	1,802,635	1,806,071	1,817,005	1,374,764
Pittsburgh, Marion and Chicago,	. . . . .	. . . . .	. . . . .	33,500	26,676
Pittsburgh and Northern,	74,889	36,397	3,830	26,899	21,289
Pittsburgh, Shenango and Lake Erie,	180,020	. . . .	332,024	394,499	368,069
Pittsburgh and Western,	866,000	843,408	915,922	791,756	842,756
Pittsburgh, Youngstown and Ashtabula,	407,096	466,927	482,679	397,877	288,525
Reading and Columbia,	430,687	472,273	477,000	517,512	413,328
Rupert and Bloomsburg,	49,280	49,186	52,278	68,671	48,920
Salisbury,	4,154	3,496	2,963	2,120	3,603
Schuylkill River, East Side,	798,420	935,975	987,474	1,205,969	1,095,946
Sharpsville,	7,452	8,382	8,356	7,810	7,180
Shenango Valley,	16,027	. . . . .	. . . . .	. . . . .	. . . . .

COMPARATIVE STATEMENT OF PASSENGERS CARRIED FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Sinnemahoning Valley,	. . . . .	19,124	19,863	19,953	. . . . .
Somerset and Cambria,	106,540	113,176	117,130	124,664	112,597
South Mountain,	102,072	86,722	. . . . .	. . . . .	. . . . .
St. Mary's and Southwestern,	. . . . .	. . . . .	. . . . .	. . . . .	1,321
State Line (Pittsburgh),	52	39	. . . . .	. . . . .	. . . . .
State Line,	. . . . .	. . . . .	. . . . .	4,146	. . . . .
Stewartstown,	14,618	15,196	15,622	17,806	18,240
Stony Creek,	86,802	94,562	88,314	95,477	88,098
Tioga,	157,119	156,120	161312	166,379	143,620
Tionesta Valley,	14,081	19,452	15,463	12,476	13,162
Union,	. . . . .	. . . . .	. . . . .	. . . .	334
Warren and Farnsworth,	4,163	3,818	1,785	1,456	44,100
Waynesburg and Washington,	51,443	51,610	47,723	46,509	. . . . .
Western Maryland,	874,408	972,348	1,040,145	1,012,785	844,962
Western New York and Pennsylvania,	1,392,022	1,522,867	1,689,546	1,711,379	1,459,668
Wheeling, Pittsburgh and Baltimore,	516,444	480,657	457,543	452,938	394,651
Wilkes-Barre and Eastern,	. . . . .	24,965	29,575	. . . . .	. . . . .
Wilkes-Barre and Western,	. . . . .	. . . . .	. . . . .	. . . . .	2,125
Williamsport and North Branch,	58,933	57,335	57,060	67,672	62,546
Wilmington and Northern,	395,227	426,631	444,404	448,571	382,536
William's Valley,	. . . . .	. . . . .	. . . .	73,615	71,747
Total,	125,897,059	138,070,156	140,190,599	152,460,840	134,798,580

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Addison and Pennsylvania,	60,001	80,690	78,300	75,614	54,807
Allegheny and Kinzua,	.....	188,527	126,119	94,909	.....
Allegheny Valley,	4,224,777	4,237,045	4,626,489	5,308,220	3,826,474
Altoona, Clearfield and Northern,	.....	.....	3,093	8,175	62,175
Baltimore and Cumberland Valley,	50,597	.....	.....	.....	.....
Baltimore and Cumberland Valley Extension,	37,505	.....	.....	.....	.....
Baltimore and Harrisburg,	88,522	121,602	190,977	236,293	267,059
Baltimore and Harrisburg Western Extension,	23,183	.....	.....	.....	.....
Bltimore and Lehigh,	.....	.....	82,497	.....	37,138
Baltimore and Philadelphia,	.....	2,086,319	2,252,593	2,353,749	1,773,835
Bangor and Portland,	137,860	168,630	177,600	188,680	156,617
Barclay Coal Company's Railroad,	161,956	.....	.....	.....	69,560
Bear Rock,	.....	.....	.....	5,000	2,500
Beaver and Elwood,	.....	4,938	5,696	17,404	44,898
Beech Creek,	2,077,399	2,422,687	2,895,154	3,101,322	2,541,252
Bellefonte Central,	.....	.....	20,942	84,692	47,502
Berlin,	48,554	17,535	27,246	25,650	18,549
Berlin Branch,	7,371	9,051	7,902	9,747	8,786
Bradford, Bordell and Kinzua,	83,636	78,443	74,470	66,040	55,449
Bradford, Eldred and Cuba,	26,468	16,282	9,623	.....	.....
Bradford and Western Pennsylvania,	.....	.....	14,297	16,878	10,221
Brownstone and Middletown,	.....	.....	38,657	91,393	66,862
Buffalo, Rochester and Pittsburgh,	1,758,990	2,390,878	2,844,466	3,327,538	2,982,732
Buffalo and Susquehanna,	.....	.....	.....	.....	494,277
Catasauqua and Fogelsville,	330,923	309,331	326,893	314,378	172,771
Central Pennsylvania and Western,	.....	.....	.....	25,814	23,918
Central Railroad Company of Pennsylvania,	.....	.....	.....	.....	48,665
Chambersburg and Gettysburg,	.....	.....	2,833	7,990	4,085
Chartiers,	684,497	848,231	905,311	1,237,569	986,681
Chester and Delaware River,	.....	.....	356,092	602,927	380,151
Clarion River,	.....	.....	.....	60,000	60,463
Cleveland and Pittsburgh,	4,552,159	4,583,237	4,971,769	5,060,181	3,135,061
Corning, Cowanesque and Antrim,	2,925,151	3,092,797	3,760,604	.....	.....
Cornwall,	1,058,548	906,359	794,257	837,443	302,069

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Cornwall and Lebanon,	822,533	785,301	745,841	890,642	433,549
Confluence and Oakland,	11,960	27,562	25,333	35,001	25,136
Coudersport, Galeton and Ansonia,	.....	.....	.....	.....	103,072
Coudersport and Port Allegheny,	71,372	117,285	136,347	134,509	.....
Cresson, Clearfield County and New York Short Route,	.....	334,549	307,304	.....	.....
Crescent Connecting,	.....	.....	13,225	.....	
Cumberland Valley,	1,098,800	1,077,340	886,604	1,053,388	747,078
Delaware and Hudson Canal Company's Railroad,	5,526,358	2,642,671	2,791,499	2,971,276	2,437,414
Delaware, Lackawanna and Western,	9,288,267	10,403,226	10,870,475	11,937,381	10,563,867
Delaware River and Lancaster,	.....	8,238	16,141	.....	.....
Delaware, Susquehanna and Schuylkill,	269,394	1,156,733	1,537,423	1,870,753	1,958,435
Dunkirk, Allegheny Valley and Pittsburgh,	206,481	244,255	256,500	286,326	207,154
East Broad Top,	297,902	270,171	254,943	322,861	130,385
Emporium and Rich Valley,	.....	.....	.....	.....	16,381
Erie and Pittsburgh,	1,751,459	1,549,540	1,694,781	1,658,232	1,214,916
Erie and Wyoming Valley,	1,884,556	2,224,594	2,281,241	2,697,280	2,613,000
Fairmount, Morgantown and Pittsburgh,	.....	.....	.....	.....	560,248
Falls Brook,	.....	.....	.....	3,284,040	2,739,516
Falls Creek,	79,938	127,943	136,974	160,947	177,257
Ferney Mountain,	.....	.....	.....	12,000	.....
Gettysburg and Harrisburg,	28,995	34,310	155,923	171,057	170,680
Greenlick,	.....	.....	.....	1,081	18
Hunter's Run and State Belt,	.....	.....	25,743	15,376	17,018
Huntingdon and Broad Top Mountain,	2,006,675	2,619,406	2,635,755	2,592,004	2,234,778
Ironton,	144,298	165,208	178,800	455,525	160,176
Kinzua Creek and Kane,	48,312	52,271	58,249	76,967	50,291
Kinzua Valley,	21,000	.....	.....	37,768	50,192
Kishacoquillas Valley,	.....	.....	.....	.....	6,296
Lackawanna and Montrose,	.....	.....	12,418	17,460	17,313
Lancaster, Oxford and Southern,	.....	.....	.....	11,478	8,916
Lake Shore and Michigan Southern,	10,975,241	11,259,811	13,332,519	14,348,773	11,343,755
Lehigh and Lackawanna,	100,018	78,898	232,988	496,719	214,128
Lehigh and Susquehanna,	9,547,272	7,890,123	10,301,574	10,324,311	9,213,650
Lehigh Valley,	13,550,167	14,394,933	7,104,626	.....	12,542,341

Ligonier Valley,	107,354	111,180	131,124	135,597	116,757
Little Saw Mill Run,	299,042	260,488	263,887	320,229	198,658
Mahoning Valley,	.....	10,849	150,401	232,996	170,321
Mapleton and Rocky Ridge,	.....	.....	6,000	.....	.....
Mauch Chunk, Summit Hill and Switchback,	.....	.....	.....	14	.....
Meadville, Conneaut Lake and Linesville,	.....	.....	.....	.....	.....
Middletown and Hummelstown,	36,935	24,529	.....	.....	.....
Monongahela and Street's Run,	.....	21,532	53,116	47,725	28,176
Mont Alto,	.....	.....	7,535	86,482	28,238
Montour,	31,912	45,621	43,300	44,752	27,702
Montrose,	182,151	251,873	187,350	186,148	68,653
Mount Jewett, Kinzua and Riterville,	14,901	14,174	11,486	10,841	12,038
Mount Jewett and Smethport,	.....	.....	.....	107,487	112,636
Mount Pleasant and Broadford,	.....	.....	.....	15,733	53,479
Neversink Mountain,	509,489	374,466	.....	278,625	259,667
New Castle and Beaver Valley,	.....	134	3,890	.....	.....
New Castle and Butler,	3,698,493	2,816,213	1,972,261	2,063,038	1,752,107
New Haven and Dunbar,	.....	63,180	69,859	55,227	55,429
Newport and Sherman's Valley,	.....	.....	.....	.....	130,785
New York, Lake Erie and Western,	.....	.....	.....	18,125	20,864
New York, Lake Erie and Western Coal,	16,269,656	17,339,140	18,614,822	17,309,198	15,305,260
New York, Chicago and St. Louis,	1,641,296	383,812	.....	.....	.....
New York and North Pennsylvania,	3,084,590	3,304,425	3,445,747	3,537,380	2,950,125
New York, Pennsylvania and Ohio,	24,332	34,885	34,840	36,103	.....
New York, Susquehanna and Western,	7,656,542	6,965,457	.....	.....	.....
Nittany Valley,	1,189,134	1,324,328	1,446,167	1,509,459	1,663,532
Northern Central,	126,735	89,491	215,449	.....	.....
North East Pennsylvania,	11,899,307	12,066,531	13,162,304	14,293,032	11,643,186
Ohio and Baltimore Short Line,	31,570	42,924	56,992	64,529	.....
Oregon and Texas,	177,769	122,798	196,026	211,586	145,456
Pennsylvania,	.....	.....	.....	15,675	15,070
Pennsylvania, Poughkeepsie and Boston,	49,312,371	50,013,674	69,195,328	56,338,300	45,080,919
Pennsylvania and North Western,	75,859	315,007	330,823	463,505	.....
Penn Gas Coal Company's Railroad,	1,136,031	1,550,218	1,748,977	1,398,542	787,974
Perkiomen,	1,095	1,215	1,200	2,000	3,140
Perry County,	524,683	603,254	850,802	888,080	689,599
Philadelphia and Chester Valley,	8,820	10,317	8,192	.....	8,411
Philadelphia, Newtown and New York,	115,923	151,723	159,282	149,609	158,382
Philadelphia and Reading,	129,766	111,874	70,284	90,905	109,443
Philadelphia, Wilmington and Baltimore,	20,597,939	21,084,490	32,174,989	35,067,515	18,611,841
Pine Creek,	3,607,379	3,656,218	4,865,326	5,733,866	4,852,752
Pittsburgh and Castle Shannon,	3,328,159	4,087,759	4,941,410	4,700,902	4,075,848
	24,779	40,446	56,350	55,846	35,895

COMPARATIVE STATEMENT OF TONNAGE FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Pittsburgh, Chartiers and Youghiogheny,	522,402	645,842	713,570	883,885	591,097
Pittsburgh, Cincinnati and St. Louis,	6,106,076	.....	.....	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	.....	8,162,914	10,590,386	11,619,604	9,209,341
Pittsburgh and Connellsville,	4,956,925	4,917,443	5,662,156	6,084,813	4,728,592
Pittsburgh, Fort Wayne and Chicago,	7,965,936	7,074,834	8,331,940	8,622,107	6,546,493
Pittsburgh and Lake Erie,	6,148,768	6,077,124	7,561,912	8,692,538	6,167,249
Pittsburgh, Marion and Chicago,	.....	.....	.....	147,842	105,658
Pittsburgh and Moon Run,	.....	.....	.....	280,991	194,946
Pittsburgh, Shenango and Lake Erie,	513,656	.....	569,361	580,329	629,886
Pittsburgh and Western,	2,544,768	2,222,380	3,026,357	.....	2,783,193
Pittsburgh, Youngstown and Ashtabula,	4,050,309	3,330,907	4,471,659	4,405,552	2,977,197
Reading and Columbia,	485,542	458,130	467,185	496,312	361,907
Reynoldsville and Falls Creek,	.....	.....	1,391,185	1,560,391	1,303,474
Rupert and Bloomsburg,	29,093	24,405	19,282	22,951	20,019
Salisbury,	393,153	415,330	432,972	444,300	312,456
Schuylkill River, East Side,	1,807,694	2,036,993	2,092,094	2,393,651	2,194,444
Shade Creek,	.....	7,000	11,557	17,904	.....
Sharpsville,	90,916	73,301	183,838	80,454	218,001
Sinnemahoning Valley,	252,511	233,677	253,362	264,871	.....
Slate Run,	36,600	64,730	60,875	28,712	26,000
Somerset County,	6,771	5,224	4,993	2,378	.....
Somerset and Cambria,	285,053	356,441	339,845	435,162	297,307
South Mountain,	84,820	83,922	.....	.....	.....
St. Mary's and Southwestern,	.....	.....	.....	.....	676
State Line (Pittsburgh),	309,649	214,088	268,033	224,030	.....
Stewartstown,	15,667	19,630	21,532	21,830	19,297
Stony Creek,	33,071	37,625	38,736	42,545	118,686
Sugar Run,	.....	.....	.....	19,283	45,613
Susquehanna and Buffalo,	.....	.....	166,677	98,241	82,370
Tamaqua, Hazleton and Northern,	.....	.....	488,629	817,610	193,875
Tiadaghton and Fahnastalk,	.....	.....	14,331	71,465	24,017
Tioga,	791,916	816,430	886,439	887,058	663,576
Tionesta Valley,	67,969	76,265	66,239	77,570	56,705
Trout Run,	9,000	18,474	17,510	.....	.....

Ursina and North Fork,	.....	.....	.....	8,209	11,955
Warren and Farnsworth,	10,357	6,896	4,298	8,680	.....
Waynesburg and Washington,	14,248	19,005	15,913	16,696	13,799
Western Maryland,	345,319	356,948	712,444	1,146,255	1,086,580
Western New York and Pennsylvania,	4,602,454	4,362,492	4,433,947	4,607,475	3,481,237
Wheeling, Pittsburgh and Baltimore,	1,288,952	1,137,074	1,220,597	1,435,681	1,041,095
Wilkes-Barre and Eastern,	.....	.....	.....	.....	203,937
Wilkes-Barre and Harvey's Lake,	.....	.....	.....	.....	99,607
Wilkes-Barre and Western,	.....	18,256	19,772	.....	.....
Williamsport and North Branch,	72,527	79,460	71,350	83,126	.....
Wilmington and Northern,	794,338	803,004	803,521	849,350	660,701
Williams Valley,	.....	.....	.....	11,372	16,001
Total,	246,550,567	250,477,419	290,480,712	281,681,030	233,250,687

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92	1892-93.	1893-94.
Addison and Pennsylvania,	$87,968 55	$104,875 32	$104,850 79	$103,338 30	89,670 98
Allegheny and Kinzua,	.....	91,673 67	59,660 32	42,443 22	30,745 11
Allegheny Valley,	2,481,231 43	2,563,134 08	2,626,160 48	2,729,290 61	2,064,218 53
Allentown,	3,340 48	3,241 16	3,972 07	3,551 76	2,915 32
Allentown Terminal,	20,250 00	40,500 00	40,500 00	.....	40,500 00
Altoona, Clearfield and Northern,	.....	.....	7,850 42	11,200 96	8,712 45
Altoona and Wapsononock,	.....	476 09	.....	.....	.....
Bald Eagle Valley,	247,184 78	265,052 57	248,618 68	274,934 00	154,763 28
Baltimore and Cumberland Valley,	10,399 40	4,368 00	4,368 00	.....	4,368 00
Baltimore and Cumberland Valley Extension,	30,653 98	32,700 00	32,700 00	.....	32,700 00
Baltimore and Harrisburg,	83,032 10	152,225 87	186,415 84	227,121 80	237,576 55
Baltimore and Harrisburg Western Extension,	12,887 33	12,000 00	12,000 00	.....	12,000 00
Baltimore and Lehigh,	.....	.....	204,870 57	.....	59,905 31
Baltimore and Philadelphia,	60,596 63	764,717 79	796,862 43	875,908 14	761,704 79
Bangor and Portland,	109,191 19	136,601 68	145,697 48	153,485 18	140,817 08
Barclay Railroad,	62,299 89	51,372 08	82,275 50	50,853 16	36,740 38
Bear Rock,	.....	.....	.....	1,228 80	526 60
Beaver and Elwood,	.....	1,379 59	2,125 59	4,669 19	7,781 79
Bedford and Bridgeport,	18,360 28	18,801 84	108,190 46	111,415 09	115,709 68
Beech Creek,	940,698 48	1,101,237 00	1,230,833 96	1,347,201 08	1,125,533 73
Bellefonte Central,	.....	.....	9,858 62	30,968 18	24,500 11
Berlin,	9,957 28	6,365 38	7,497 23	7,856 11	6,082 20
Berlin Branch,	4,205 91	5,165 14	4,967 04	5,738 33	6,245 14
Bloomsburg and Sullivan,	.....	.....	65,270 91	69,271 23	61,445 13
Bradford, Bordell and Kinzua,	124,957 02	90,519 72	63,648 84	65,502 28	47,425 34
Bradford, Eldred and Cuba,	47,840 74	37,977 42	26,962 82	.....	.....
Bradford and Western Pennsylvania,	.....	.....	2,438 46	3,636 42	2,242 92
Brownstone and Middletown,	.....	.....	8,861 05	20,214 82	9,626 47
Buffalo, Rochester and Pittsburgh,	1,959,146 74	2,450,080 72	2,860,908 30	3,215,291 76	2,704,458 74
Buffalo and Susquehanna,	.....	.....	.....	.....	281,510 55
Bustleton,	.....	.....	.....	.....	110 40
Cambria and Clearfield,	3,682 00	34,120 69	36,108 02	41,056 83	49,575 20
Catasauqua and Fogelsville,	105,212 22	111,259 16	100,417 78	66,063 80	42,682 88
Catawissa,	234,000 00	234,000 00	234,000 00	234,000 00	234,000 00

Central Pennsylvania and Western,				23,592 17	22,860 28
Central Railroad Company of Pennsylvania,					13,292 21
Chambersburg and Gettysburg,			1,476 32	2,926 16	1,123 01
Chartiers,	248,830 84	279,158 61	132,374 96	288,474 73	248,099 71
Cherry Grove,				300 00	300 00
Chester Creek,	22,755 00	23,104 98	22,549 98	23,793 98	23,391 30
Chester and Delaware River,			13,431 69	31,692 20	17,034 85
Chestnut Hill,	16,478 00	16,478 00	16,478 00	16,478 00	16,478 00
Clarion River,		1,893 86	10,168 38	26,383 84	26,278 48
Clearfield and Mahoning,					71,500 00
Cleveland and Pittsburgh,	3,423,052 65	3,489,314 86	3,640,429 70	3,560,146 66	2,451,087 33
Colebrookdale,	15,863 41	13,290 80	12,789 42	12,211 09	11,630 13
Columbia and Port Deposit,	162,329 85	172,893 79	203,365 81	185,233 77	156,172 98
Connecting,	143,495 64	139,992 90	153,444 06	146,125 28	145,618 12
Corning, Cowanesque and Antrim,	692,762 25	723,285 12	815,893 56		
Cornwall,	135,077 80	120,333 11	124,386 27	126,689 73	54,136 23
Cornwall and Lebanon,	234,021 79	241,231 76	230,664 76	258,220 72	131,968 13
Confluence and Oakland,	10,735 95	20,284 14	14,722 82	17,501 20	12,726 22
Coudersport and Port Allegheny,	51,731 84	67,155 00	77,360 14	75,067 00	59,015 74
Cresson, Clearfield County and New York Short Route,		124,427 54	110,604 03	16,956 99	21,271 06
Crescent Connecting,			1,322 57		
Cumberland Valley,	969,112 29	1,052,462 66	924,034 35	953,394 08	818,331 02
Delaware and Hudson Canal Company's Railroad,	3,055,226 93	1,385,210 31	1,432,678 73	1,472,127 95	1,236,127 83
Delaware, Lackawanna and Western,	13,001,937 12	14,427,515 21	14,357,215 10	16,096,819 38	14,760,676 85
Delaware River and Lancaster,		3,916 65	8,670 28		
Delaware, Susquehanna and Schuylkill,	25,127 36	131,381 53	422,639 23	1,090,238 00	862,935 28
Dillsburg and Mechanicsburg,	25,931 76	25,160 73	23,047 25	21,265 04	16,010 94
Dunkirk, Allegheny Valley and Pittsburgh,	242,220 19	265,613 78	270,035 42	306,816 39	243,537 10
East Broad Top,	128,066 72	122,814 76	144,469 98	113,167 30	64,385 98
East Mahanoy,	31,514 50	32,058 00	32,045 50	32,070 50	32,069 50
East Pennsylvania,			123,627 00	123,627 00	123,627 00
Elmira and Williamsport,	156,883 63	166,117 04	151,766 58	156,456 65	156,438 13
Ellwood Connecting,					919 61
Ellwood Short Line,					29,931 77
Emporium and Rich Valley,				13,963 66	7,100 94
Erie and Pittsburgh,	711,131 76	719,909 85	721,797 36	746,949 37	595,044 53
Erie and Wyoming Valley,	648,719 90	700,236 07	746,679 63	804,403 33	778,719 54
Fairmount, Morgantown and Pittsburgh,					114,966 14
Falls Brook,				1,049,404 87	853,331 12
Falls Creek,	2,900 89	5,096 71	9,223 25	10,074 98	10,122 02
Fayette County,	9,000 00	9,000 00	9,000 00	9,000 00	9,000 00
Ferney Mountain,				3,600 00	

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92	1892-93.	1893-94.
Gettysburg and Harrisburg,	$40,703 67	$35,229 72	$88,877 14	$101,305 80	$93,347 72
Greenlick,	.....	.....	.....	378 85	57 05
Hanover and York,	26,539 50	35,017 65	27,294 50	34,592 69	19,194 92
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	121,579 28	120,369 59	126,241 58	129,637 04	127,958 20
Hunter's Run and Slate Belt,	.....	.....	6,224 01	5,533 33	5,756 23
Huntingdon and Broad Top Mountain,	642,057 27	706,624 18	664,553 10	719,544 78	583,565 27
Ironton,	44,067 31	44,643 56	43,428 25	30,797 62	28,099 79
Jamestown and Franklin,	50,315 90	.....	59,360 50	73,075 70	53,048 64
Johnsonburg,	.....	5,417 59	24,186 07	19,973 55	14,813 25
Jones' Lake,	1,200 00	1,200 00	1,200 00	1,200 60	.....
Junction,	238,787 38	206,804 82	210,800 04	204,027 19	182,936 92
Kensington and Tacony,	30 00	30 00	30 00	30 00	30 00
Kinzua Creek and Kane,	19,378 30	23,054 44	25,601 76	29,465 72	20,517 21
Kinzua Hemlock,	.....	.....	.....	4,057 55	2,957 54
Kinzua Valley,	3,056 75	339 91	47,056 78	9,842 47	10,636 63
Kishacoquillas Valley,	.....	.....	.....	.....	7,178 87
Lackawanna and Montrose,	.....	.....	10,547 08	15,374 08	14,349 84
Lancaster, Oxford and Southern,	.....	.....	.....	14,282 10	13,074 58
Lake Shore and Michigan Southern,	21,011 704 12	20,963,315 54	23,155,994 77	24,046,875 75	21,675,051 33
Lehigh and Lackawanna,	70,193 52	82,786 53	92,105 77	94,142 20	75,904 64
Lehigh and Susquehanna,	5,277,589 86	5,454,331 81	5,423,599 90	5,305,936 26	4,731,730 92
Lehigh Valley,	17,892,613 48	18,242,316 87	12,256,806 45	4,605,508 09	17,406,356 59
Lewisburg and Tyrone,	9,557 77	27,374 40	13,891 27	26,926 07	22,218 49
Ligonier Valley,	39,348 26	45,382 07	54,969 22	60,040 85	35,225 00
Little Saw Mill Run,	61,801 89	57,698 07	58,540 71	68,825 87	43,653 93
Little Schuylkill Navigation,	223,403 71	225,061 95	226,253 18	225,053 35	225,127 95
Littlestown,	722 90	2,993 97	888 44	.....	.....
Lykens Valley,	62,513 81	62,599 79	62,686 76	62,792 96	62,845 17
McKeesport and Bessemer,	.....	.....	24,129 00	63,602 56	34,217 74
McKeesport Connecting,	.....	4,230 50	26,907 75	33,978 00	25,942 25
Mahoning Valley,	.....	2,383 33	22,637 77	37,620 72	34,882 15
Mapleton and Rocky Ridge,	.....	.....	60 00	80 00	.....
Mauch Chunk, Summit Hill and Switchback,	.....	.....	23,718 38	23,926 17	.....
Meadville, Conneaut Lake and Linesville,	34,823 06	30,517 75	6,240 00	8,000 00	.....

Middletown and Hummelstown,	.....	11,113 94	15,527 87	15,140 76	9,382 66
Mifflin and Centre County,	22,854 62	28,382 70	34,630 11	34,262 86	33,769 63
Mill Creek and Mine Hill,	33,000 00	33,000 00	33,000 00	33,000 00	33,000 00
Mine Hill and Schuylkill Haven,	326,552 00	332,684 00	338,816 00	355,981 00	355,856 00
Monongahela Connecting,	121,400 99	105,868 33	152,167 77	169,325 51	121,020 93
Monongahela River and Street's Run,	.....	.....	714 00	4,364 77	2,026 97
Mont Alto,	23,735 42	28,599 83	27,906 40	29,547 80	22,630 87
Montour,	32,564 82	36,980 08	41,753 94	26,077 90	18,113 10
Montrose,	26,276 12	24,791 17	20,651 06	19,367 60	19,139 12
Mount Carbon and Port Carbon,	36,250 00	36,250 00	36,250 00	36,250 00	36,250 00
Mount Carmel and Natalie,	.....	.....	9,442 21	36,042 97	43,652 39
Mount Jewett, Kinzua and Riterville,	.....	11,316 86	25.850 42	33,428 50	34,877 31
Mount Jewett and Smethport,	.....	.....	.....	5,986 35	12,605 05
Mount Penn Gravity,	9,718 20	19,323 65	16.177 04	14.254 97	13,320 40
Mount Pleasant and Broadford,	26,489 00	22,445 10	18.415 32	15.358 37	17,632 87
Nescopec,	.....	1,682 55	1.188 42	8.469 97	6,000 67
Nesquehoning, Valley,	76,637 94	76,123 81	76,441 15	79,448 58	79,306 72
Neversink Mountain,	.....	8,381 26	14.892 84	15,768 70	9,926 65
New Castle and Beaver Valley,	263,079 70	234,674 66	158,693 72	172,385 48	144,054 48
New Castle and Butler,	5,529 76	6,123 74	6.985 92	5,522 74	5,542 92
New Castle and Shenango Valley,	.....	.....	16,175 16	12,736 15	8,936 21
New Haven and Dunbar,	.....	.....	.....	.....	8,853 28
Newport and Sherman's Valley,	.....	.....	.....	29,175 39	28,323 84
New York, Lake Erie and Western,	29,657,017 03	29,788,245 19	32,203.771 30	31,289,979 80	27,047,113 62
New York, Lake Erie and Western Coal,	479,942 74	126,666 29	.....	.....	.....
New York, Lackawanna and Western,	170,609 43	178,510 87	181,823 99	193,724 50	.....
New York, Chicago and St. Louis,	5.557,080 07	6,029.863 21	6.309,617 94	6,565,403 02	6,186,595 78
New York and North Pennsylvania,	7.561 27	10,516 93	11.087 92	11,123 14	.....
New York, Pennsylvania and Ohio,	2,313,553 46	2,208,023 35	2,322,934 20	2,334,832 88	1,986,552 64
New York. Susquehanna and Western,	1,520.537 38	1,608,465 66	1,664,202 59	1,728,323 22	1,700,751 78
Nittany Valley,	24,595 20	14,301 49	8,751 56	9,380 88	6,875 00
North Bend and Kettle Creek,	.....	.....	.....	.....	1,769 50
Northern Central,	7,015,317 79	7,006,604 63	7,373,493 34	7,798,298 76	6.612,470 88
North East Pennsylvania,	32,043 77	44,181 44	70,916 47	75,446 43	76,346 64
North Pennsylvania,	897,617 80	899,735 80	881.700 00	881,700 00	881.700 00
North and West Branch,	309,513 36	300,227 21	342,348 68	396,376 74	324,917 03
Ohio and Baltimore Short Line,	6,804 92	3,642 51	12.217 41	15,635 80	12,432 30
Ohio Connecting,	.....	40,896 39	103,067 50	121,290 88	97,967 80
Ontario, Corbondale and Scranton,	.....	91,189 87	97,830 65	101,689 42	.....
Oregon and Texas,	.....	.....	.....	4,702 50	4,521 00
Pennsylvania,	71,093,629 36	71,176,830 07	74.213,020 41	76,011,102 10	63.854,054 18
Pennsylvania Company,	1,942,874 31	2,506,553 13	2,738.210 45	2,575,139 38	2.589,245 59

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92	1892-93.	1893-94.
Pennsylvania and New York Canal and Railroad,	.....	.....	.....	$530,000 00	$530,000 00
Pennsylvania, Poughkeepsie and Boston,	$47,151 33	$147,989 14	$197,984 60	202,859 83	1,200 00
Pennsylvania Schuylkill Valley,	548,577 21	539,428 91	590,853 57	756,465 51	548,976 24
Pennsylvania and North Western,	636.806 76	840,178 06	896,306 12	751,843 06	429.785 74
Penn Gas Coal Company's Railroad,	8.123 07	7,934 20	7,619 51	8,431 30	7,605 58
People's,	19,957 33	19,947 70	22,782 33	26,671 42	26,774 48
Perkiomen,	246,578 86	269,443 88	314,288 98	359,442 26	291,671 68
Perry County,	7.365 34	12,954 20	11,312 73	.....	15,897 74
Philadelphia and Baltimore Central,	155,210 11	208,370 78	234,416 87	170,322 57	261,582 51
Philadelphia Belt Line,	.....	.....	.....	.....	1,314 80
Philadelphia and Chester Valley,	46.569 20	53,313 08	50,337 60	48,447 35	46,683 45
Philadelphia and Erie,	1,880,388 84	1,782,409 02	1,676,902 97	1,746,920 39	1,139,897 91
Philadelphia, Germantown and Chestnut Hill,	52,767 78	92,810 21	86,298 07	96.728 51	110,263 34
Philadelphia, Germantown and Norristown,	278,342 10	285,168 36	278,722 59	304,427 15	277,982 58
Philadelphia, Harrisburg and Pittsburgh,	.....	.....			25,000 00
Philadelphia, Newtown and New York,	109,470 29	113,860 65	110,413 25	118,918 52	113,512 94
Philadelphia and Reading,	21,119,186 01	21,781,820 54	33,517,380 66	42,550,898 48	21.700,503 32
Philadelphia and Reading Terminal,	.....	.....	.....	150,000 00	720,453 55
Philadelphia and Trenton,	54,175 50	54.175 50	54,175 50	58,824 05	58,781 69
Philadelphia, Wilmington and Baltimore,	6,973,176 40	7,002,317 76	9,029,935 87	10,085,245 76	9,483,195 58
Pickering Valley,	4,473 24	4,660 64	4,856 89	4,884 82	4,460 84
Pine Creek,	770,006 40	864.114 77	1,026,173 15	988,002 95	852,469 81
Pittsburgh and Castle Shannon,	68,302 64	101,536 61	127,393 61	136,584 72	95,417 33
Pittsburgh, Chartiers and Youghiogheny,	101,514 84	136,928 18	145,634 96	173,915 85	122,152 75
Pittsburgh, Cincinnati and St. Louis,	6,828,177 83	.....	.....	17,059,796 62	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	.....	11,376,077 86	16,275,238 54	.....	15,201,629 54
Pittsburgh and Connellsville,	2,817,946 33	2,670,613 14	2,979,388 86	3,019,775 58	2,434,189 80
Pittsburgh, Fort Wayne and Chicago,	11,795,780 54	11,511,347 12	12,472,271 29	13,507,684 17	10,983,494 66
Pittsburgh Junction,	219,631 13	216,472 34	287.114 18	301,696 13	270,619 78
Pittsburgh and Lake Erie,	3,687,236 88	3,648,618 13	4,313,517 62	4,549.044 40	3,367,610 33
Pittsburgh, Marion and Chicago,	.....	.....	.....	40,238 78	30,270 30
Pittsburgh, McKeesport and Youghiogheny,	384,579 00	441,579 00	505.714 44	488,832 01	504,814 08
Pittsburgh and Moon Run,	.....	.....	.....	24,387 73	17,509 38
Pittsburgh and Northern,	4.867 79	2,038 21	1,957 52	1,106 95	921 26
Pittsburgh, Shenango and Lake Erie,	249,250 37	.....	377,945 23	478,992 01	479,231 22

Pittsburgh, Virginia and Charleston,	291,243 22	404,892 85	415,313 97	373,577 01	219,990 39
Pittsburgh and Western,	1,447,606 03	1,439,872 58	1,488,880 53	1,487,781 86	1,343,981 25
Pittsburgh, Youngstown and Ashtabula,	1,318,775 65	1,090,697 05	1,560,986 13	1,487,113 53	1,021,202 84
Pomeroy and Newark,	.....	.....	31,018 79	.....	.....
Reading and Columbia, a	315,322 95	334,725 59	341,419 68	345.842 44	284,170 48
Reynoldsville and Falls Creek,	.....	.....	115,226 09	176,819 91	155,018 80
Ridgway and Clearfield,	85,847 39	112,607 79	114,916 42	106,380 69	80,158 35
River Front,	23,270 00	23,270 00	23,090 00	23.180 00	25,680 00
Rupert and Bloomsburg,	6,653 75	7,504 99	7,320 04	8,807 39	7,421 89
Salisbury,	51,035 42	54,847 76	57,494 21	57.265 12	40,910 80
Schuylkill and Lehigh,	.....	.....	51,000 00	51.000 00	27,000 00
Schuylkill River, East Side,	250,782 44	281,011 40	265,495 15	343,542 77	300,152 86
Schuylkill and Lehigh Valley,	.....	.....	.....	.....	100,000 00
Schuylkill Valley Navigation Railroad,	29,450 00	29,450 00	29,450 00	29.450 00	29,450 00
Shade Creek,	.....	840 00	1,155 69	1,790 43	.....
Shamokin, Sunbury and Lewisburg,	.....	.....	110,000 00	110.000 00	110,000 00
Shamokin Valley and Pottsville,	198,820 80	194,912 24	208,272 07	200.481 78	199,929 63
Sharon,	35,523 00	32,248 75	36,426 00	36,426 00	36,426 00
Sharpsville,	26,271 13	23,190 87	32,413 36	22,898 23	11,328 74
Sheffield and Spring Creek,	300 00	300 00	300 00	300 00	300 00
Sinnemahoning Valley,	114,693 15	115,107 86	157,901 57	161,731 16	.....
Slackwater Connecting,	.....	.....	.....	13.304 50	7,829 75
Slate Run,	16,116 38	28,945 83	27,521 78	15,569 32	14,618 93
Somerset County,	.....	5,563 35	5.440 52	2,360 00	.....
Somerset and Cambria,	153,461 05	167,535 86	159,377 71	183,963 49	134,849 92
South Fork,	.....	.....	.....	.....	937 93
South Mountain,	38,512 21	35,206 13	.....	.....	.....
Southwest Pennsylvania,	458,718 91	354,662 67	496,696 72	335,492 51	194,080 78
Southern Pennsylvania,	23,435 77	25,286 85	.....	.....	.....
St. Mary's and Southwestern,	.....	.....	.....	.....	10,172 23
State Line (Pittsburgh),	17,987 62	12,361 56	15,066 18	13,696 87	.....
State Line and Sullivan,	40,000 00	40,000 00	40,000 00	50,958 80	67,296 34
Stewartstown,	11,524 80	14,069 61	15,630 34	15,187 12	14,916 68
Stony Creek,	27,322 48	28,923 05	28,297 39	30,141 34	38,128 90
Sugar Run,	.....	.....	.....	11,665 06	21,800 80
Strasburg,	1,200 00	1,200 00	.....	.....	.....
Sunbury, Hazleton and Wilkes-Barre,	256,121 13	259,670 69	226,814 05	329.114 68	287,978 67
Sunbury and Lewistown,	238.043 17	826,101 54	191.128 21	245.491 47	199,985 23
Susquehanna and Buffalo,	.....	.....	.....	13.741 40	5.675 87
Susquehanna and Clearfield,	1,595 84	.....	5.236 89	12,337 53	.....
Tamaqua, Hazleton and Northern,	.....	.....	18,378 35	35,065 10	12.185 93
Tiadaghton and Fahnastalk,	.....	.....	2,976 21	15,806 30	5,402 83

COMPARATIVE STATEMENT OF RAILROAD RECEIPTS FOR FIVE YEARS.—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92	1892-93.	1893-94.
Tioga,	$297,791 06	$272,617 61	$350,040 97	$345,751 84	274,981 44
Tionesta Valley,	62,230 41	74,649 08	66,339 42	62,276 77	51,557 34
Tipton,	2,615 98	4,034 26	4,902 89	5,269 78	.....
Trout Run,	2,700 00	5,512 60	5,252 90	.....	.....
Turtle Creek Valley,	.....	.....	8,207 09	13,396 14	.....
Tuscarora Valley,	.....	.....	.....	3,619 11	.....
Tyrone and Clearfield,	112,500 00	112,500 00	112,500 00	114,166 66	114,166 67
Ursina and North Fork,	.....	.....	1,810 63	1,790 37	1,725 11
Warren and Farnsworth,	11,690 95	8,167 67	4,971 62	10,751 39	.....
Waynesburg and Washington,	55,679 12	60,294 43	56,941 30	58,482 07	54,371 45
West Chester,	12,598 86	12,412 50	13,104 23	12,966 80	12,000 00
Western Maryland,	659,848 51	692,331 62	828,281 28	1,019,330 73	1,028,810 62
Western New York and Pennsylvania,	3,653,923 10	13,796,067 64	3,875,431 62	3,720,180 89	3,921,227 17
Western Pennsylvania,	824,499 65	821,555 32	538,112 04	609,099 08	365,316 85
Wheeling, Pittsburgh and Baltimore,	724,160 07	688,153 03	644,703 01	655,396 28	489,447 06
Wilcox and Rocky Run,	.....	.....	1,919 35	3,749 36	.....
Wilkes-Barre and Eastern,	.....	.....	.....	.....	91.525 72
Wilkes-Barre and Scranton,	48,400 00	48,400 00	48,550 00	50,877 80	51,563 80
Wilkes-Barre and Western,	18,470 60	18,753 81	22,684 59	.....	.....
Williamsport and North Branch,	72,949 14	83,597 02	79,460 39	91,107 14	85,695 97
Wilmington and Northern,	432,459 11	442,627 31	450,897 20	499,927 83	425,280 89
William's Valley,	.....	.....	.....	21,759 66	21,428 85
York and Peach Bottom,	12,250 00	10,208 34	.....	.....	.....
Total,	$270,326,792 61	$289,908,108 27	$305,680,351 20	$317,223,466 57	$271,643,224 31

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Addison and Pennsylvania,	$140,076 09	$112,387 43	$90,008 53	$86,466 25	$90,851 45
Allegheny and Kinzua,	.....	89,034 38	71,261 32	45,398 33	22,683 68
Allegheny Valley,	2,558,136 17	2,728,126 25	2,782,239 71	2,858,191 84	2,467,036 32
Allentown,	1,000 00	240 00	398 13	240 00	240 00
Allentown Terminal,	9,000 00	18,000 00	18,000 00	.....	18,000 00
Altoona, Clearfield and Northern,	.....	.....	4,710 25	11,162 04	9,260 00
Altoona and Wapsononock,	.....	285,65	.....	.....	.....
Bald Eagle Valley,	39,946 00	36,884 50	40,687 89	42,046 44	54,316 21
Baltimore and Harrisburg,	161,998 09	150,354 20	165,713 34	171,283 11	196,279 40
Baltimore and Lehigh,	.....	.....	273,665 99	.....	55,943 42
Baltimore and Philadelphia,	261,663 96	925,601 46	1,004,512 66	999,653 15	903,359 41
Bangor and Portland,	101,813 52	129,140 60	120,616 90	125,005 18	131,632 52
Barclay Railroad,	51,681 89	30,538 14	70,760 18	29,807 55	38,527 39
Bear Rock,	.....	.....	.....	3,059 52	870 34
Beaver and Elwood,	.....	2,893 93	5,078 24	6,343 86	10,087 46
Bedford and Bridgeport,	78,421 48	1,636 87	92,774 43	93,199 63	93,652 19
Beech Creek,	897,133 33	870,780 61	1,017,890 86	948,515 53	1,128,698 53
Bellefonte Central,	.....	.....	14,636 44	43,508 20	33,603 71
Berlin,	28,772 72	16,702 65	32,510 06	14,162 08	11,176 73
Berlin Branch,	3,582 61	6,970 84	7,142 68	8,426 84	8,581 39
Bloomsburg and Sullivan,	.....	.....	65,395 30	35,175 05	64,465 11
Bradford, Bordell and Kinzua,	133,794 51	101,303 69	61,204 77	49,179 79	48,460 56
Bradford, Eldred and Cuba,	77,759 14	73,674 54	63,982 46	.....	.....
Bradford and Western Pennsylvania,	.....	.....	4,077 44	4,783 67	4,529 19
Brownstone and Middletown,	.....	.....	8,116 65	18,944 95	9,444 60
Buffalo, Rochester and Pittsburgh,	1,928,243 18	2,375,618 43	2,667,313 82	2,963,590 05	2,783,485 33
Buffalo and Susquehanna,	.....	.....	.....	.....	205,695 93
Bustleton,	.....	.....	.....	6,567 67	6,870 71
Cambria and Clearfield,	1,266 20	6,538 23	25,741 13	52,490 42	69,128 81
Catasauqua and Fogelsville,	56,745 90	71,082 29	52,465 61	49,852 32	38,497 92
Catawissa,	8,809 10	2,811 19	8,626 13	9,045 67	8,729 33
Central Pennsylvania and Western,	.....	.....	.....	23,281 03	20,965 34
Central Railroad Company of Pennsylvania,	.....	.....	.....	.....	22,124 14
Chambersburg and Gettysburg,	.....	.....	5,702 31	6,547 27	1,017 67

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Chartiers,	$248,830 84	$279,158 61	$555,754 41	$218,019 00	$224,819 02
Chester Creek,	11,655 00	12,004 98	11,449 98	12,693 98	12,291 30
Chester and Delaware River,	.....	.....	21,099 72	53,065 45	33,217 06
Chestnut Hill,	2,000 00	2,000 00	2,000 00	2,000 00	2,000 00
Clarion River,	.....	1,326 91	5,608 42	14,939 15	13,948 36
Clearfield and Mahoning,	.....	.....	.....	.....	32,500 00
Cleveland and Pittsburg,	3,523,776 52	3,513,623 77	3,589,019 52	2,923,568 90	2,369,573 23
Colebrookdale,	36,100 00	36,249 00	36,262 21	36,240 00	36,240 00
Columbia and Port Deposit,	205,760 05	42,764 42	79,454 07	81,388 61	76,784 03
Connecting,	66,797 64	63,294 90	76,746 06	69,427 28	68,920 12
Corning, Cowanesque and Antrim,	721,746 65	690,037 92	697,896 47	.....	.....
Cornwall,	115,102 40	89,303 60	72,937 63	72,921 56	50,943 71
Cornwall and Lebanon,	185,991 60	204,693 01	176,608 88	174,781 37	126,347 60
Confluence and Oakland,	14,687 71	31,415 47	30,181 22	39,200 64	29,903 54
Coudersport and Port Allegheny,	30,776 60	39,806 00	45,759 00	46,036 00	45,271 00
Cresson, Clearfield County and New York Short Route,	.....	61,849 58	62,353 60	26,481 26	46,838 91
Crescent Connecting,	.....	.....	634 08	.....	.....
Cumberland Valley,	728,916 34	818,464 70	811,762 32	781,463 37	680,057 25
Delaware and Hudson Canal Company's Railway,	2,147,489 24	2,677,879 26	2,512,041 97	2,556,093 94	2,454,271 51
Delaware, Lackawanna and Western,	10,840,802 92	12,019,381 71	11,832,945 40	13,212,780 33	12,241,633 21
Delaware River and Lancaster,	.....	25,469 23	30,960 88	.....	.....
Delaware, Susquehanna and Schuylkill,	56 01	2,727 30	169,081 83	323,008 05	436,634 66
Dillsburg and Mechanicsburg,	25,022 34	24,479 80	24,850 93	21,723 38	18,888 11
Downingtown and Lancaster,	13,202 19	15,300 66	16,491 16	31,392 31	24,615 41
Dunkirk, Allegheny Valley and Pittsburgh,	204,925 95	204,949 91	204,961 01	241,468 56	358,444 87
East Broad Top,	148,607 26	122,852 31	124,445 28	126,497 45	78,642 86
East Mahanoy,	2,191 00	2,193 00	3,176 00	3,201 00	3,200 00
East Pennsylvania,	.....	.....	19,800 00	19,800 00	19,800 00
Elmira and Williamsport,	99,848 47	109,117 04	95,951 63	101,926 06	101,622 19
Ellwood Connecting,	.....	.....	.....	.....	64 97
Ellwood Short Line,	.....	.....	.....	.....	15,000 00
Emporium and Rich Valley,	.....	.....	.....	8,286 23	7,373 48
Erie and Pittsburgh,	987,803 88	957,935 60	920,212 02	758,342 48	642,634 90
Erie and Wyoming Valley,	584,765 45	662,870 93	667,590 58	696,658 85	757,412 11
Fairmount, Morgantown and Pittsburgh,	.....	.....	.....	.....	205,884 34

Falls Brook,	.....	.....	.....	488,330 00	457,406 02
Falls Creek,	4,318 11	7,547 77	5,050 57	5,700 00	9,986 89
Fayette County,	829 03	1 50	451 75	807 11	646 89
Ferney Mountain,	.....	6,300 00	.....	3,600 00	.....
Gettysburg and Harrisburg,	43,790 64	51,696 06	140,186 42	134,230 71	113,342 50
Greenlick,	.....	.....	.....	403 20	135 33
Hanover and York,	14,215 05	14,095 54	15,435 26	14,455 75	13,032 65
Harrisburg, Portsmouth, Mt. Joy and Lancaster,	35,546 68	34,054 77	39,447 73	41,863 54	41,524 45
Hunter's Run and Slate Belt,	.....	.....	8,104 88	7,968 62	8,565 17
Huntingdon and Broad Top Mountain,	452,849 27	478,427 13	426,857 86	461,585 39	400,267 23
Ironton,	21,070 89	32,683 79	27,528 27	17,023 65	14,872 59
Jamestown and Franklin,	51,353 73	.....	48,117 92	46,064 20	44,616 00
Johnsonburg,	.....	14,025 15	13,811 37	13,803 14	13,033 20
Junction,	140,828 01	166,812 73	135,763 26	161,580 79	165,056 76
Kensington and Tacony,	5 40	190 26	12 00	42 75	4 20
Kinzua Creek and Kane,	16,817 63	18,715 87	19,001 93	19,003 43	21,701 61
Kinzua Valley,	2,230 00	603 43	10,502 96	45,183 82	8,061 91
Kishacoquillas Valley,	.....	.....	.....	.....	9,199 57
Lackawanna and Montrose,	.....	.....	7,690 10	12,977 18	12,923 02
Lancaster, Oxford and Southern,	.....	.....	.....	16,467 55	14,103 70
Lake Shore and Michigan Southern,	17,690,413 12	17,680,098 16	19,902,977 72	20,579,554 17	18,752,620 45
Lehigh and Lackawanna,	43,134 69	61,005 86	80,379 00	108,797 65	82,767 25
Lehigh and Susquehanna,	2,208,006 31	2,414,307 13	4,342,161 05	2,610,078 97	2,351,116 99
Lehigh Valley,	13,995,957 88	16,155,820 03	8,335,537 36	2,039,173 84	16,338,542 40
Lewisburg and Tyrone,	15,887 64	13,334 15	18,653 84	19,262 20	19,341 30
Ligonier Valley,	29,128 11	37,703 92	36,692 32	40,592 13	33,117 54
Little Saw Mill Run,	47,944 39	47,417 23	53,477 47	48,942 72	45,021 71
Little Schuylkill Navigation,	34,379 68	35,413 22	44,117 24	54,317 08	52,096 13
Littlestown,	3,155 69	2,990 33	940 00	.....	.....
Lykens Valley,	1,446 68	1,726 96	1,910 67	1,998 19	2,176 63
McKeesport and Bessemer,	.....	.....	10,366 00	22,063 34	25,006 00
McKeesport Connecting,	.....	1,655 62	4,452 31	26,624 07	20,572 48
Mahoning Valley,	.....	2,063 65	23,067 57	25,793 75	27,866 53
Mapleton and Rocky Ridge,	.....	.....	.....	5 14	.....
Mauch Chunk, Summit Hill and Switchback,	.....	.....	16,347 38	16,266 62	.....
Meadville, Conneaut Lake and Linesville,	30,936 83	28,682 11	18,773 75	.....	.....
Middletown and Hummelstown,	.....	15,637 81	.....	19,720 12	15,955 80
Mifflin and Centre County,	15,214 62	14,023 50	13,796 21	13,664 56	15,409 95
Mill Creek and Mine Hill,	708 14	712 21	695 27	640 75	494 60
Mine Hill and Schuylkill Haven,	22,344 80	21,867 07	22,170 75	36,978 71	35,350 95
Monongahela Connecting,	64,130 94	63,156 24	98,420 71	118,562 72	88,015 33
Monongahela River and Street's Run,	.....	.....	.....	4,035 43	1,947 79

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Mont Alto,	$29,211 58	$57,361 40	$39,470 79	$33,027 82	$29,046 94
Montour,	.....	31,342 63	39,258 28	22,057 02	18,391 27
Montrose,	15,761 76	19,642 56	17,011 20	17,098 83	20,872 68
Mount Carbon and Port Carbon,	2,387 17	2,391 60	3,524 74	2,574 29	4,581 67
Mount Carmel and Natalie,	.....	.....	5,591 48	7,929 31	5,527 77
Mount Jewett, Kinzua and Riterville,	.....	11,320 17	24,268 00	31,647 95	34,918 27
Mt. Jewett and Smethport,	.....	.....	.....	7,224 35	8,619 41
Mount Penn Gravity,	9,052 41	18,360 09	40,015 48	20,363 65	16,003 82
Mount Pleasant and Broadford,	311 54	193 65	527 16	320 32	329 74
Nescopec,	10,207 77	11,062 21	11,310 16	11,750 71	11,626 66
Nesquehoning Valley,	6,012 94	5,346 31	5,511 15	8,518 58	[illegible]
Neversink Mountain,	.....	8,730 92	12,855 36	20,504 92	19,055 48
New Castle and Beaver Valley,	243,115 33	230,773 44	170,105 85	113,801 08	95,477 52
New Castle and Butler,	.....	5,518 03	7,637 19	10,417 86	7,045 80
New Castle and Shenango Valley,	.....	.....	23,132 19	15,629 54	15,035 03
New Haven and Dunbar,	.....	.....	.....	.....	5,729 62
Newport and Sherman's Valley,	.....	.....	4,126 37	25,436 81	21,454 73
New York, Lake Erie and Western,	26,053,667 41	26,481,930 57	31,199,486 07	30,52[illegible]2,503 95	27,735,197 96
New York, Lake Erie and Western Coal,	454,702 76	117,611 72	.....	.....	.....
New York, Lackawanna and Western,	82,963 48	90,018 07	93,913 20	108,672 44	.....
New York, Chicago and St. Louis,	5,237,866 81	5,797,715 01	6,097,028 99	6,360,155 63	6,099,287 93
New York and North Pennsylvania,	7,151 67	10,947 74	11,077 18	10,258 20	.....
New York, Pennsylvania and Ohio,	2,337,902 57	2,092,568 93	2,198,609 06	2,115,137 02	1,521,317 88
New York, Susquehanna and Western,	1,326,446 54	1,408,352 28	1,433,696 08	1,464,052 41	1,560,330 15
Nittany Valley,	17,516 90	11,071 85	15,567 46	8,911 77	11,010 25
North Bend and Kettle Creek,	.....	.....	.....	.....	14,428 49
Northern Central,	6,289,593 33	6,386,584 37	6,797,928 96	6,623,366 28	5,643,490 20
North East Pennsylvania,	54,373 33	64,823 96	100,309 52	106,803 82	90,542 72
North Pennsylvania,	522,741 80	522,741 80	504,000 00	504,000 00	504,000 00
North and West Branch,	108,052 55	105,132 42	105,277 04	109,307 91	125,071 94
Ohio and Baltimore Short Line,	84,368 04	45,336 73	80,916 20	53,482 60	16,411 70
Ohio Connecting,	.....	40,896 39	103,069 50	86,496 94	80,640 22
Ontario, Carbondale and Scranton,	.....	78,194 75	78,208 00	78,193 66	.....
Oregon and Texas,	.....	.....	.....	7,551 01	6,176 54
Pennsylvania,	62,036,792 01	61,829,338 76	64,528,554 97	67,493,141 60	58,186,735 57

Pennsylvania Company,	1,246,820 87	1,476,291 40	1,580,197 68	1,554,860 45	3,473,722 79
Pennsylvania and New York Canal and Railroad,	.....	.....	.....	530,000 00	530,000 00
Pennsylvania, Poughkeepsie and Boston,	307,643 66	438,912 35	451,805 26	361,512 15	131,012 05
Pennsylvania Schuylkill Valley,	378,468 80	394,524 74	404,369 31	412,537 29	400,258 52
Pennsylvania and North Western,	605,562 58	707,727 00	748,902 36	647,636 20	409,384 99
Penn Gas Coal Company's Railroad,	17,940 57	18,207 06	17,895 16	17,846 28	17,933 98
People's,	12,062 33	12,337 61	15,214 40	15,292 76	14,573 91
Perkiomen,	263,446 87	260,551 97	288,807 76	357,296 57	287,094 54
Perry County,	5,737 72	11,149 43	9,016 15	.....	15,699 43
Philadelphia and Baltimore Central,	130,502 68	179,573 73	160,635 69	156,387 26	164,756 84
Philadelphia Belt Line,	.....	.....	.....	.....	18,715 58
Philadelphia and Chester Valley,	58.156 98	61,821 92	71,629 46	71,333 10	71,392 81
Philadelphia and Erie,	1,568,883 83	1,332,668 95	1,261,061 84	1,204,417 37	1,165,217 49
Philadelphia, Germantown and Chestnut Hill,	56,394 03	50,459 56	54,124 07	63,877 04	76,537 74
Philadelphia, Germantown and Norristown,	7,532 49	23,917 33	7,309 38	57,705 05	5,245 60
Philadelphia, Harrisburg and Pittsburgh,	.....	.....	.....	.....	25,000 00
Philadelphia, Newtown and New York,	92,624 47	133,509 62	140,855 25	123,008 77	122,946 56
Philadelphia and Reading,	19,344,879 43	19,718.304 37	33,133,668 64	43,413,652 26	22,460,027 41
Philadelphia and Reading Terminal,	.....	.....	.....	150.000 00	604,085 13
Philadelphia and Trenton,	4,765 50	4,765 50	4,765 50	9,411 05	9,371 69
Philadelphia, Wilmington and Baltimore,	5,918,431 49	6,211,112 75	7,830,985 34	8,969,889 93	8,305,827 69
Pickering Valley,	23,361 00	23,501 00	23,507 63	23,501 55	23,501 00
Pine Creek,	970,871 66	822,819 01	959,480 93	808,534 04	723,935 33
Pittsburgh and Castle Shannon,	61,271 85	98,641 09	129.039 53	128,026 64	100.287 49
Pittsburgh, Chartiers and Youghiogheny,	131,780 62	150,000 42	157,647 77	151,221 60	135,606 70
Pittsburgh, Cincinnati and St. Louis,	8,317,141 39	.....	.....	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	.....	11,043,309 43	15,263.218 92	15,948,353 30	15,087,339 81
Pittsburgh and Connellsville,	3,025,361 22	3,106,361 46	5,371,891 95	3,615,545 60	3,326,753 57
Pittsburgh, Fort Wayne and Chicago,	10,776,273 54	10,602.357 33	11,799,031 79	10,365,120 17	8,490,698 63
Pittsburgh Junction,	171,902 59	184,926 44	206,823 34	215,170 85	205,656 07
Pittsburgh and Lake Erie,	3.617,690 04	3,342.784 92	3,843,690 72	3,993,504 38	3,086,717 06
Pittsburgh, Marion and Chicago,	.....	.....	.....	57,766 28	50,903 59
Pittsburgh, McKeesport and Youghiogheny,	189,000 00	225,000 00	268,135 44	251.253 01	267,235 08
Pittsburgh and Moon Run,	.....	.....	.....	25,556 45	22,121 44
Pittsburgh and Northern,	3,672 29	4,776 06	4,264 20	4,153 06	3,256 82
Pittsburgh, Shenango and Lake Erie,	247,701 87	.....	434,659 58	412,992 82	482,037 70
Pittsburgh, Virginia and Charleston,	176,487 29	186,527 03	222,436 75	234,416 74	239,361 03
Pittsburgh and Western,	1,220,150 33	1,463,071 11	1,763,101 05	1,835,174 99	1,624,578 90
Pittsburgh, Youngstown and Ashtabula,	1,318,775 65	1,090,697 05	1,560,986 13	1,116.633 54	885,531 97
Pomeroy and Newark,	.....	991 78	944 32	20,495 50	16,698 11
Reading and Columbia,	368,456 72	374,511 48	392,525 21	403,428 10	311,814 24
Reynoldsville and Falls Creek,	.....	.....	74,965 76	155,848 30	86,700 62

COMPARATIVE STATEMENT OF RAILROAD EXPENSES FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Ridgway and Clearfield,	$29,558 35	$29,096 93	$28,529 66	$29,569 60	$26,936 52
River Front,	9,738 00	9,740 30	9,734 80	9,738 60	11,459 75
Rupert and Bloomsburg,	9,824 92	10,003 71	10,146 98	10,405 43	9,336 90
Salisbury,	54,089 64	37,740 65	61,041 77	70,206 21	42,045 01
Schuylkill and Lehigh,	.....	.....	.....	51,000 00	27,000 00
Schuylkill River, East Side,	225,000 00	225,000 00	225,000 00	242,038 56	233,391 42
Schuylkill and Lehigh Valley,	.....	.....	.....	.....	100,000 00
Schuylkill Valley Navigation Railroad,	693 97	698 50	696 65	641 96	495 90
Shade Creek,	.....	722 50	1,304 51	1,728 08	.....
Shamokin, Sunbury and Lewisburg,	.....	.....	110,000 00	110,000 00	110,000 00
Shamokin Valley and Pottsville,	146,528 83	142,608 35	155,949 07	148,108 53	147,615 13
Sharon,	9,676 24	9,114 82	9,226 94	9,173 38	9,142 20
Sharpsville,	30,335 57	36,396 58	39,355 90	32,034 48	26,710 60
Sheffield and Spring Creek,	.....	.....	.....	300 00	300 00
Sinnemahoning Valley,	105,307 04	115,139 04	167,754 21	171,414 02	.....
Slackwater Connecting,	.....	.....	.....	17,524 23	11,135 60
Slate Run,	20,436 79	23,945 42	24,749 28	15,008 07	13,832 10
Somerset County,	6,347 88	5,996 16	5,302 80	2,179 58	.....
Somerset and Cambria,	171.048 31	163,345 16	286,348 59	161,485 17	142,634 24
South Fork,	.....	.....	438 60	6,730 43	458 67
South Mountain,	31,881 38	27,160 52	.....	.....	.....
Southwest Pennsylvania,	103,098 04	119,358 36	97,342 94	100,848 24	88,618 20
Southern Pennsylvania Railway and Mining Company,	24,682 24	2,5001 36	.....	51,531 57	48,708 69
St. Mary's and Southwestern,	.....	.....	.....	.....	3,962 59
State Line (Pittsburgh),	14,685 35	11,389 53	28,618 24	17,561 53	.....
State Line and Sullivan,	.....	.....	16,800 00	26,100 00	40,000 00
Stewartstown,	7,229 66	8,643 54	9,448 73	11,087 31	10,352 24
Stony Creek,	57,075 82	58,570 61	58,716 48	57,321 66	60,162 36
Sugar Run,	.....	.....	.....	9,456 67	14,998 96
Sunbury, Hazleton and Wilkes-Barre,	156,201 70	152,336 55	151,278 67	161,253 73	160,007 52
Sunbury and Lewistown,	154,613 56	130,360 03	113,540 24	141,737 29	115,967 56
Susquehanna and Buffalo,	.....	.....	3,910 17	10,829 08	8,276 54
Susquehanna and Clearfield,	14,928 26	14,743 74	14,670 20	14,679 42	15,690 93
Tamaqua, Hazleton and Northern,	.....	.....	17,592 73	41,688 91	11,058 57
Tiadaghton and Fahnastalk,	.....	.....	3,877 04	11,849 48	5,123 94

Tioga,	301,296 09	231,202 08	245,796 54	323,589 33		218,326 20
Tionesta Valley,	35,464 58	49,777 13	50,802 83	38,614 08		35,351 42
Tipton,	7 40	7 40	8 00	221 65		220 84
Trout Run,		3,975 49	3,675 20			
Turtle Creek Valley,	9,690 00		421 30	583 39		54,166 67
Tyrone and Clearfield,	52,500 00	52,500 00	52,500 00	64,166 66		1,801 79
Ursina and North Fork,			2,013 12	1,912 50		
Warren and Farnsworth,	9,758 79	8,710 52	5,563 16	9,380 82		45,868 62
Waynesburg and Washington,	53,569 56	51,953 74	47,494 88	48,325 88		3,750 00
West Chester,	4,348 86	4,162 50	4,854 23	4,716 80		995,512 90
Western Maryland,	797,690 03	785,807 00	902,991 20	651,670 19		
Western New York and Pennsylvania,	3,294,881 30	4,135,998 71	4,033,446 15	3,950,055 11		3,482,621 24
Western Pennsylvania,	238,071 32	236,724 75	246,608 84	262,928 19		236,024 12
Wheeling, Pittsburgh and Baltimore,	700,047 24	885,021 96	1,474,673 27	894,873 63		780,396 27
Wilcox and Rocky Run,				3,137 08		
Wilkes-Barre and Eastern,						155,125 07
Wilkes-Barre and Scranton,	23,400 00	23,400 00	23,550 00	25,877 80		26,563 80
Wilkes-Barre and Western,	15,683 04	18,717 25	24,469 78			
Williamsport and North Branch,	72,594 08	69,958 24	69,127 37	90,764 64		125,646 27
William's Valley,				17,456 29		18,665 06
Wilmington and Northern,	378,860 82	403,808 89	393,468 81	459,347 56		398,568 14
York and Peach Bottom,	12,250 00	10,208 34				
Total,	$235,426,693 66	$245,461,571 32	$276,748,992 26	$281,114,048 32		$252,530,197 30

47–9–94

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1889–90.		1890–91.		1891–92.		1892–93.		1893–94.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Addison and Pennsylvania,	3									
Allegheny and Kinzua,			1	20	1	3				
Allegheny Valley,	10	61	23	38	23	77	25	94	8	24
Altoona and Wapsononock,				1						
Baltimore and Cumberland Valley Extension,						2				
Baltimore and Harrisburg,	1	3	1	4		13	1	18		7
Baltimore and Lehigh,					1					
Bangor and Portland,		1		1	3					
Barclay Coal Company's Railroad,		1		1	1	1				
Bear Rock,							6	4		
Beaver and Ellwood,								1		
Beech Creek,	7	22	2	17	6	19	4	33	4	20
Berlin,										1
Bloomsburg and Sullivan,										1
Bradford, Bordell and Kinzua,		6		5	1	2				23
Bradford, Eldred and Cuba,	1	1								
Bradford, Richburg and Cuba,	1	1								
Buffalo, Rochester and Pittsburgh,	15	164	29	249	12	327	23	192	18	211
Catasauqua and Fogelsville,					1		1	2		2
Central Railroad Company of Pennsylvania,									1	
Chartiers,	6	6	1	14	8	32	5	33	2	14
Chester and Delaware River,							1	18	1	8
Clarion River,					1					
Cleveland and Pittsburgh,	2	11	1	5	2	2	22	97	26	64
Corning, Cowanesque and Antrim,	6	32	3	37	5	37				
Cornwall,	1	2								
Cornwall and Lebanon,	3	2	1	5		3		5		2
Confluence and Oakland,	2	1						1		

Cresson, Clearfield County and New York Short Route,			1	2						
Cumberland Valley,	5	13	4	10	4	2	4	3	4	7
Delaware and Hudson Canal Company's Railroad,	18	79	23	57	18	83	30	109	31	77
Delaware, Lackawanna and Western,	29	39	18	33	34	50	46	46	39	38
Delaware, Susquehanna and Schuylkill,				15	2	24	1	28	1	18
Dunkirk, Allegheny Valley and Pittsburgh,	1	2	4	18	2	12	1	23	1	12
East Broad Top,		3		1						3
Emporium and Rich Valley,								1		
Erie and Pittsburgh,	5	13	7	19	2	27	3	34	2	11
Fairmount, Morgantown and Pittsburgh,										5
Falls Brook,							3	21	1	17
Falls Creek,				1						
Gettysburgh and Harrisburg,							1	14		1
Huntingdon and Broad Top Mountain,	2	12	3	9	1	7	3	10	3	13
Junction,	2	5	2	1			6	18	1	3
Kinzua Creek and Kane,	1		1		2			2		
Lackawanna and Montrose,										1
Lake Shore and Michigan Southern,	7	19	9	18	10	12	19	13	21	19
Lehigh and Lackawanna,						3	1			
Lehigh and Susquehanna,	27	80			25	74	34	93	38	71
Lehigh Valley,	80	78	84	142	35	66			100	323
Ligonier Valley,					1					
Little Saw Mill Run,		1								
Mahoning Valley,				1						
McKeesport Connecting,										1
Middletown and Hummelstown,								1	2	2
Monongahela Connecting,		2	2	2	1	5	2	4	3	
Monongahela River and Street's Run,					1			1		
Montour,		1								
Mount Jewett, Kinzua and Riterville,				1					1	5
Mount Jewett and Smethport,										1
Mount Penn Gravity,			4	14	1	4			1	5
Mount Pleasant and Broadford,	1							2		
Neversink Mountain,						1				
New Castle and Beaver Valley,	1	12	2	6	1	9	1	18	3	18
Newport and Sherman's Valley,						3			1	
New York, Lake Erie and Western,	30	330	31	221	16	135	17	205	17	88
New York, Lake Erie and Western Coal,	5	26	1	2						
New York, Chicago and St. Louis,	5	27	6	16	4	22	3	37	1	20
New York and North Pennsylvania,	1									
New York, Pennsylvania and Ohio,	71	474	10	71						

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.		1890-91.		1891-92.		1892-93.		1893-94.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
New York, Susquehanna and Western,	.....	.....	.....	.....	4	10	5	27	10	20
North Bend and Kettle Creek,	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Northern Central,	30	273	39	274	25	290	40	367	20	145
North East Pennsylvania,	.....	.....	.....	.....	.....	.....	.....	6	.....	4
Ohio and Baltimore Short Line,	1	1	.....	.....	.....	.....	.....	.....	.....	1
Ohio Connecting,	.....	.....	.....	.....	.....	1	.....	4	.....	.....
Pennsylvania,	625	4,374	492	3,528	520	3,995	626	4,349	469	3,305
Pennsylvania, Poughkeepsie and Boston,	2	2	4	2	1	6	5	10	.....	.....
Pennsylvania and North Western,	1	7	12	32	6	26	7	21	.....	18
Perkiomen,	3	.....	1	2	3	10	.....	5	.....	2
Perry County,	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Chester Valley,	.....	.....	.....	.....	.....	.....	.....	2	.....	5
Philadelphia, Newtown and New York,	.....	.....	.....	1	.....	4	.....	2	2	3
Philadelphia and Reading,	171	203	188	281	249	434	305	1,272	188	999
Philadelphia, Wilmington and Baltimore,	68	230	60	235	85	341	104	328	67	190
Pine Creek,	3	29	4	15	2	22	3	13	2	11
Pittsburgh and Castle Shannon,	.....	.....	.....	1	1	.....	1	2	.....	4
Pittsburgh, Chartiers and Youghiogheny,	2	4	.....	5	2	8	3	3	3	11
Pittsburgh, Cincinnati and St. Louis,	24	39	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburgh, Cincinnati, Chicago and St. Louis,	.....	.....	108	1,080	205	1,731	160	1,824	120	1,591
Pittsburgh and Connellsville,	40	44	52	53	48	120	61	343	33	244
Pittsburgh, Fort Wayne and Chicago,	19	159	27	293	30	324	122	846	93	588
Pittsburgh Junction,	1	11	.....	.....	1	18	2	23	3	12
Pittsburgh and Lake Erie,	56	158	48	112	34	129	44	76	1	68
Pittsburgh and Northern,	.....	.....	1	1	.....	.....	.....	.....	.....	.....
Pittsburgh, Shenango and Lake Erie,	2	2	.....	.....	2	12	11	13	3	16
Pittsburgh and Western,	21	121	15	143	12	41	8	38	4	35
Pittsburgh, Youngstown and Ashtabula,	2	21	1	4	2	14	6	71	5	34

Reading and Columbia,	6	27	2	7	3	7	5	7	.....	3
Reynoldsville and Falls Creek,	.....	.....	.....	.....	1	4	.....	1	.....	.....
Salisbury,	.....	.....	.....	.....	.....	.....	.....	4	1	2
Sharpsville,	1	1	1	1	.....	.....	.....	.....	.....	.....
Slackwater Connecting,	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Slate Run,	1	.....	1	1	.....	1	.....	3	.....	.....
Somerset County,	.....	.....	.....	.....	1	1	.....	.....	.....	.....
Somerset and Cambria,	.....	2	1	1	.....	.....	2	7	1	3
State Line,	.....	.....	.....	.....	.....	.....	3	6	.....	.....
Stony Creek,	.....	.....	.....	.....	.....	1	.....	.....	1	2
Sugar Run,	.....	.....	.....	.....	.....	.....	1	3	.....	.....
Tamaqua, Hazleton and Northern,	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tiadaghton and Fahnastalk,	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Tioga,	.....	69	1	20	2	16	.....	6	1	13
Turtle Creek Valley,	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Waynesburg and Washington,	.....	2	.....	1	.....	1	.....	.....	.....	.....
Western Maryland,	3	8	3	12	8	13	11	17	6	29
Western New York and Pennsylvania,	19	105	21	72	11	159	11	202	39	129
Wheeling, Pittsburgh and Baltimore,	9	6	11	12	5	12	6	22	11	19
Williamsport and North Branch,	.....	.....	.....	3	1	1	.....	5	2	6
Wilmington and Northern,	2	20	5	10	.....	8	2	12	3	19
Total,	1,463	7,447	1,372	7,259	1,489	8,820	1,828	11,122	1,419	8,669

TABULATED RESULTS

COMPILED FROM

Reports of Passenger Railway Companies.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Allentown,	$200,000 00	$200,000 00	$200,000 00	.....	.....	.....
Allentown and Bethlehem Rapid Transit,	1,000,000 00	1,000,000 00	1,000,000 00	$500,000 00	6	.....
Allentown and Lehigh Valley Traction,	1,500,000 00	.....	.....	961,987 39	5	.....
Allegheny Traction,	500,000 00	500,000 00	500,000 00	327,292 12	.....	.....
Altoona and Logan Valley Electric,	500,000 00	500,000 00	325,000 00	523,353 90	5	.....
Ashland, Locust Dale and Centralia Electric,	60,000 00	60,000 00	60,000 00	.....	.....	.....
Beaver Valley,	60,000 00	60,000 00	60,000 00	.....	.....	.....
Beaver Valley Traction,	300,000 00	300,000 00	300,000 00	226,214 09	6	.....
Bethlehem and Allentown,	100,000 00	100,000 00	100,000 00	.....	.....	.....
Bethlehem and South Bethlehem,	200,000 00	200,000 00	200,000 00	.....	.....	.....
Blakely and Dixon Traction,	36,000 00	36,000 00	36,000 00	.....	.....	.....
Braddock Electric,	350,000 00	.....	100,400 00	41,200 00	6	.....
Bradford and Kendall,	12,000 00	12,000 00	12,000 00	.....	.....	.....
Carbon County Electric,	60,000 00	44,550 00	30,005 00	57,653 01	6	.....
Carbondale Traction,	150,000 00	150,000 00	150,000 00	150,000 00	6	.....
Catharine and Bainbridge,	150,000 00	150,000 00	150,000 00	150,000 00	5	6
Central Traction,	1,500,000 00	1,500,000 00	898,392 50	435,000 00	5	.....
Central Electric,	60,000 00	60,000 00	60,000 00	.....	.....	.....
Centre and West End,	18,000 00	6,000 00	6,000 00	6,000 00	.....	.....
Centennial,	15,000 00	15,000 00	15,000 00	11,269 34	.....	.....
Chester,	150,000 00	150,000 00	150,000 00	.....	.....	.....
Chester and Media,	100,000 00	100,000 00	100,000 00	200,000 00	5	.....
Chelten Avenue,	78,000 00	39,000 00	3,900 00	92,661 43	.....	.....
Citizens', Philadelphia,	500,000 00	.....	192,500 00	192,500 00	.....	.....

Citizens', Pittsburgh,	200,000 00	200,000 00	200,000 00			
Citizens', Norristown,	80,000 00	80,000 00	79,520 00	34,000 00	6	
Citizens', Harrisburg,	100,000 00	211,300 00	206,470 00	111,921 62	6	
Citizens', McKeesport,	150,000 00	100,000 00	36,950 00	23,429 93		
Citizens', Williamsport,	13,500 00	4,500 00		20,000 00		
Citizens' Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,450,000 00	5	6
City, Altoona,	200,000 00	200,000 00	200,000 00	56,668 50	5	4
Coalville,	50,000 00	61,575 00	61,575 00	12,000 00	6	
College and Grand View Electric,	15,000 00	15,000 00	15,000 00	1,805 78		
Continental,	1,000,000 00	1,000,000 00	580,000 00	350,000 00	6	12
Columbia and Donegal,	75,000 00	75,000 00	75,000 00			
Columbia and Ironville,	100,000 00	75,000 00	75,000 00			
Connellsville, New Haven and Leisenring,	100,000 00	70,000 00	70,000 00	39,803 37	5	
Deleware County and Philadelphia Electric,	120,000 00	100,000 00	98,000 00	64,000 00	5	
Du Bois Traction,	50.000 00	50,000 00	15,000 00	18,635 28	6	
Duquesne Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,500,000 00	5	
East End,	50,000 00	18,000 00	18,000 00	19,000 00	6	
East Harrisburg,	1,000,000 00	700,000 00	500,000 00	80,000 00		7½
East Reading,	100,000 00	100,000 00	100,000 00	4,245 64		
Easton Transit,	300,000 00	300,000 00	300,000 00	348,000 00	5	
Electric Traction,	8,750,000 00	5,000,000 00	3,000,000 00	301,110 00	5 and 7	
Empire,	600,000 00			200,000 00	7	
Erie City,	100,000 00	100,000 00	100,000 00	25,000 00	6	
Erie Electric Motor,	700,000 00	700,000 00	700,000 00	471,984 90	6	
Federal Street and Pleasant Valley,	1,400,000 00	1,400,000 00	1,400,000 00	1,269,500 00	5 and 6	
Fort Pitt Incline Plane,	60,000 00	60,000 00	60,000 00	31,875 00	6	
Frankford and Southwark,	1,875,000 00	1,875,000 00	1,875,000 00			23
Germantown,	1,500,000 00	1,500,000 00	572,800 00	227,500 00	5	9
Gettysburg Electric,	100,000 00	200,000 00	100,000 00	208,486 67	6	
Green and Coates Streets,	500,000 00	500,000 00	150,000 00	100,000 00	6	12
Greensburg and Hempfield Electric,	60,000 00	59,250 00	59,250 00	69,728 64		
Hanover and McSherrytown,	30,000 00	25,800 00	25,800 00	9,237 40		12
Harrisburg City,	125,000 00	125,000 00	125,000 00			
Hazleton and North Side,	75,000 00	75,000 00	7,500 00			
Hazleton and Suburban,	30,000 00	10,000 00	1,000 00			
Hestonville, Mantua and Fairmount,	2,500,000 00	2,500,000 00	833,281 36	1,250,000 00	6	
Hazleton and South Side,	75,000 00	75,000 00	7,500 00			
Johnstown,	250,000 00	250,000 00	185,000 00	310,567 97	6	12
Junction,	6,000 00		26,000 00	26,000 00		
Kessler Street Connecting,	5,000 00	5,000 00	5,000 00			
Lackawanna,	60,000 00	60,000 00	25,000 00			
Lancaster and Columbia,	50,000 00	37,500 00	37,500 00	225,000 00	5	5

TABLE A—STOCK AND DEBT—CONTINUED.

NAME OF COMPANY.	Capital stock as authorized by law.	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Lancaster Traction,	$550,000 00	.....	.....	.....	.....	.....
Lebanon and Myerstown,	100,000 00	$75,500 00	$75,500 00	$5,000 00	.....	2½
Lebanon and Anville,	100,000 00	100,000 00	100,000 00	103,000 00	5	.....
Lehigh Avenue,	1,000,000 00	600,000 00	592,050 00	.....	.....	.....
Lehigh Traction,	1,000,000 00	1,000,000 00	1,000,000 00	594,016 76	5	.....
Manayunk and Roxboro' Incline,	200,000 00	67,475 00	67,475 00	.....	.....	.....
Marshall Street,	250,000 00	250,000 00	25,000 00	.....	.....	.....
McKeesport and Wilmerding,	100,000 00	93,225 00	93,225 00	44,386 50	6	.....
Middletown, Highspire and Steelton,	100,000 00	100,000 00	100,000 00	.....	.....	6½
Millvale, Etna and Sharpsburg,	750,000 00	750,000 00	750,000 00	750,000 00	5	.....
Millvale,	15,000 00	15,000 00	.....	.....	.....	.....
Monongahela Inclined Plane,	200,000 00	200,000 00	200,000 00	33,000 00	5	.....
Montgomery County,	150,000 00	150,000 00	150,000 00	150,000 00	6	.....
Mount Oliver Incline,	100,000 00	100,000 00	100,000 00	44,500 00	6	.....
Nanticoke,	6,000 00	2,000 00	200 00	.....	.....	.....
New Castle Electric,	40,000 00	40,000 00	40,000 00	8,238 28	.....	.....
Norristown, Bridgeport and Conshohocken Traction,	10,000 00	10,000 00	10,000 00	.....	.....	.....
Norristown,	75,000 00	75,000 00	75,000 00	85,159 85	6	.....
North End,	200,000 00	15,000 00	12,936 00	.....	.....	.....
Northern,	30,000 00	15,000 00	1,500 00	20,833 64	.....	.....
Nunnery Hill Incline Plane,	60,000 00	60,000 00	60,000 00	31,632 00	6	.....
Oil City,	18,000 00	54,100 00	48,100 00	9,172 84	6	.....
Pennsylvania Traction,	10,000,000 00	9,890,000 00	.....	1,529,850 00	5	.....

Penn Street,	500,000 00	500,000 00	500,000 00	250,000 00	5	.....
Pennsylvania Motor Company,	120,000 00	120,000 00	120,000 00	88,081 16	6	.....
People's, Philadelphia,	2,250,000 00	2,250,000 00	740,965 50	750,000 00	5 and 7	.....
People's, Scranton,	600,000 00	600,000 00	600,000 00	300,000 00	6	6
People's, Beaver Falls,	150,000 00	150,000 00	150,000 00	63,843 02	6	.....
Philadelphia City,	1,000,000 00	1,000,000 00	475,000 00	300,000 00	5 and 7	15
Philadelphia and Darby,	200,000 00	200,000 00	200,000 00	100,000 00	4	.....
Philadelphia and Gray's Ferry,	1,000,000 00	308,750 00	308,750 00	.....	.....	6½
Philadelphia Traction,	30,000,000 00	15,000,000 00	10,000,000 00	1,089,000 00	4	7
Pittsburgh, Allegheny and Manchester,	350,000 00	350,000 00	350,000 00	.....	.....	.....
Pittsburgh, Allegheny and Manchester Traction,	3,000,000 00	3,000,000 00	2,994,839 16	1,831,413 76	5	2½
Pittsburgh and Birmingham,	200,000 00	200,000 00	200,000 00	75,000 00	7	6
Pittsburgh and Birmingham Traction,	3,000,000 00	3,000,000 00	3,000,000 00	1,544,424 52	5	.....
Pittsburgh, Oakland and East Liberty,	150,000 00	150,000 00	150,000 00	7,000 00	6	.....
Pittsburgh, Neville Island and Coraopolis,	50,000 00	77,200 00	55,690 00	70,268 08	6	.....
Pittsburgh Traction,	2,500,000 00	2,500,000 00	1,900,000 00	968,725 97	5	.....
Pittsburgh Incline Plane,	150,000 00	150,000 00	150,000 00	250,000 00	6	.....
Pittsburgh Union,	100,000 00	100,000 00	82,755 00	100,000 00	5	.....
Pittsburgh and West End,	1,500,000 00	1,500,000 00	1,500,000 00	546,400 00	5	2
Pittston,	10,000 00	10,000 00	10,000 00	.....	.....	.....
Plymouth,	12,000 00	4,000 00	400 00	.....	.....	.....
Pottstown,	100,000 00	60,000 00	60,000 00	75,235 40	5	.....
Punxsutawney,	18,000 00	18,000 00	18,000 00	14,000 00	6	.....
Reading City,	400,000 00	350,000 00	350,000 00	112,000 00	5	3½
Reading Traction,	5,000,000 00	1,000,000 00	1,000,000 00	437,303 21	6	.....
Reading and South Western,	130,000 00	130,000 00	130,000 00	23,000 00	.....	.....
Ridge Avenue,	750,000 00	750,000 00	425,000 00	.....	.....	.....
Ringing Rocks,	100,000 00	50,000 00	38,400 00	4,500 00	.....	.....
Saint Clair Incline,	150,000 00	150,000 00	150,000 00	75,000 00	6	.....
Scranton,	100,000 00	50,000 00	50,000 00	100,000 00	6	.....
Scranton Traction,	2,000,000 00	2,000,000 00	2,000,000 00	1,221,965 04	6	.....
Scranton and Carbondale Traction,	2,000,000 00	500,000 00	500,000 00	150,000 00	6	.....
Scranton Suburban,	200,000 00	100,000 00	100,000 00	200,000 00	6	4
Schuylkill River,	500,000 00	500,000 00	50,000 00	.....	.....	1
Schuylkill Electric,	150,000 00	138,350 00	138,350 00	125,830 00	5	.....
Second Avenue Traction,	1,000,000 00	900,000 00	900,000 00	454,000 00	6	4
Second and Third Streets,	1,060,200 00	1,060,200 00	848,160 00	.....	.....	.....
Seventeenth and Nineteenth Streets,	500,000 00	500,000 00	250,000 00	100,000 00	5	6
Shamokin,	80,000 00	53,250 00	53,250 00	36,380 00	5	4
Shenango Valley,	150,000 00	150,000 00	150,000 00	70,000 00	6	.....
South Side, Pittsburgh,	65,000 00	40,550 00	40,550 00	19,000 00	5	.....
Stroudsburg,	25,600 00	46,400 00	46,400 00	.....	.....	3

TABLE A—STOCK AND DEBT—CONTINUED.

Name of Company.	Capital stock as authorized b	Amount of stock subscribed.	Total amount paid in of capital stock.	Total amount of floating and funded debt.	Rate per cent. on funded debt.	Rate per cent. of dividend.
Sunbury and Northumberland,	$125,000 00	$125,000 00	$125,000 00	$48,762 75	.....	.....
Thirteenth and Fifteenth Streets,	1,000,000 00	1,000,000 00	334,529 44	130,000 00	7	.....
Troy Hill Incline Plane and Bridge Company,	200,000 00	200,000 00	200,000 00	105,000 00	6	1½
Union, Philadelphia,	1,500,000 00	1,500,000 00	925,000 00	750,000 00	5	19
Union, Chester, Pa.,	100,000 00	100,000 00	100,000 00	200,000 00	5	.....
Uniontown,	50,000 00	50,000 00	50,000 00	53,000 00	6	.....
Valley,	400,000 00	400,000 00	80,000 00	101,200 00	6	.....
Vanlaimont,	33,200 00	33,200 00	33,200 00	40,495 05	.....	.....
Versailles Traction,	18,000 00	18,000 00	9,000 00	14,000 00	.....	.....
Warren,	25,000 00	25,000 00	13,176 11	12,189 95	.....	.....
West Chester,	60,000 00	60,000 00	60,000 00	113,000 00	5	.....
West Philadelphia,	750,000 00	750,000 00	750,000 00	996,000 00	5 and 6	20
West Pittston and Wyoming,	10,000 00	10,000 00	1,000 00	.....	.....	.....
White Electric Traction,	60,000 00	60,000 00	60,000 00	35,000 00	6	.....
Williamsport,	600,000 00	358,500 00	258,500 00	396,550 00	6	.....
Wilkes-Barre and Wyoming Valley Traction,	5,000,000 00	5,000,000 00	5,000,000 00	1,604,000 00	5	.....
Wilkes-Barre and Kingston,	100,000 00	100,000 00	100,000 00	90,000 00	6	10
Wilkes-Barre and Suburban,	40,000 00	100,000 00	100,000 00	40,000 00	6	.....
Wissahickon,	250,000 00	197,750 00	103,010 00	39,515 94	.....	.....
York,	200,000 00	158,550 00	151,384 00	90,925 46	4	.....
Total,	$123,046,300 00	$92,625,475 00	$66,316,638 57	$32,605,431 15	.....	.....

TABLE B.—COST AND MILEAGE.

NAME OF COMPANY.	Cost for construction of road.	Cost for equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.	Gauge of track.
Allentown and Bethlehem Rapid Transit,	$644,941 14	$120,004 09	$764,945 23	.....	18.32	4 ft. 8 1-2 in.
Allentown and Lehigh Valley Traction,	435,268 52	106,392 51	541,661 03	$5,000 00	13.14	.....
Allegheny Traction,	165,422 60	.....	165,422 60	.....	12.04	5 ft. 2 1-2 in.
Altoona and Logan Valley Electric,	413,229 31	79,314 83	492,544 14	65,000 00	15.78	5 ft. 3 in.
Ashland, Locust Dale and Centralia Electric,	60,000 00	.....	60,000 00	.....	.....	4 ft. 8 1-2 in.
Beaver Valley,*	.....	.....	140,000 00	.....	.....	5 ft. 2 1-2 in.
Beaver Valley Traction,	.....	.....	291,609 16	40,000 00	7.00	.....
Blakely and Dixon Traction,	.....	.....	.....	.....	5.06	4 ft. 8 1-2 in.
Braddock Electric,	.....	.....	116,783 03	12,000 00	3.75	5 ft. 2 1-2 in.
Bradford and Kendall,	.....	.....	.....	.....	1.50	4 ft. 8 1-2 in.
Carbon County Electric,	53,472 30	28,232 85	81,705 15	1,672 93	3.00	5 ft. 2 in.
Carbondale Traction,	.....	.....	300,000 00	11,000 00	9.00	5 ft. 2 in.
Catharine and Bainbridge Streets,*	723,487 94	57,763 60	781,251 54	.....	.....	5 ft. 2 1-2 in.
Central Traction,	.....	.....	.....	92,301 62	8.44	.....
Central Electric,*	.....	.....	110,000 00	.....	.....	5 ft. 2 1-2 in.
Centre and West End,*	5,963 70	36 30	6,000 00	.....	.....	4 ft. 8 1-2 in.
Centennial,	.....	.....	12,699 84	.....	.....	5 ft. 2 1-4 in.
Chester,	108,217 37	41,782 63	150,000 00	.....	.....	5 ft. 2 1-4 in.
Chester and Media ,	188,000 00	12,000 00	200,000 00	.....	.....	5 ft. 2 1-4 in.
Chelten Avenue,	62,925 60	10,787 54	73,713 14	14,774 67	4.58	5 ft. 2 1-4 in.
Citizens', Philadelphia,	136,704 88	181,632 48	318,337 36	.....	.....	.....
Citizens', Pittsburgh,*	.....	.....	.....	.....	.....	5 ft. 2 1-2 in.
Citizens', Norristown,	50,751 99	51,508 49	102,260 48	7,602 89	5.00	5 ft. 2 1-2 in.
Citizens', Harrisburg,	211,340 29	107,051 33	318,391 62	9,475 00	14.00	5 ft. 2 1-2 in.
Citizens', McKeesport,	41,120 59	16,849 55	57,970 14	.....	2.00	.....

* Mileage included in operating company's report.

TABLE B.—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY.	Cost of construction of road.	Cost of equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.	Guage of track.
Citizens', Williamsport,	$19,922 25	$77 75	$20,000 00	.....	.....	4 ft. 8 1-2 in.
Citizens' Traction, Pittsburgh,	1,897,123 73	189,685 41	2,086,809 14	$309,777 81	25.00	.....
City, Altoona,	.....	.....	255,543 41	10,000 00	6.00	5 ft. 3 in.
Coalville*,	.....	.....	63,575 00	.....	.....	4 ft. 8 1-2 in.
College and Grand View Electric,	10,888 00	5,112 00	16,000 00	.....	.....	5 ft. 2 in.
Continental,*	160,008 76	103,644 89	263,655 63	.....	.....	5 ft. 2 1-2 in.
Columbia and Donegal,	64,839 34	14,047 70	78,887 04	.....	.....	5 ft. 2 1-2 in.
Columbia and Ironville,	90,000 00	62,465 00	152,465 00	10,000 00	.....	5 ft. 2 1-2 in.
Connelsville, New Haven and Leisenring,	72,688 11	36,803 14	109,491 25	5,247 59	.....	5 ft.2 in.
Delaware County and Philadelphia Electric,	.....	.....	158,359 13	.....	4.00	5 ft. 2 in.
DuBois Traction,	28,701 16	25,795 10	54,496 26	2,000 00	2.25	4 ft. 8 1-2 in.
Duquesne Traction,	1,197,087 48	453,203 48	1,650,290 96	82,500 00	.....	.....
East End,	24,878 75	6,616 03	31,494 78	49,805 00	2.25	.....
East Harrisburg,	460,044 69	271,799 39	731,844 08	40,798 00	30.00	5 ft. 2 1-2 in.
East Reading,*	53,636 23	47,682 65	101,318 88	4,500 00	.....	5 ft. 2 1-2 in.
Easton Transit,	501,388 57	70,213 06	571,601 63	23,636 00	10.00	5 ft. 2 1-2 in.
Empire,*	.....	.....	931,485 68	.....	.....	5 ft. 2 1-2 in.
Erie City,*	.....	.....	125,000 00	.....	.....	4 ft. 8 1-2 in.
Erie Electric Motor,	479,890 78	299,377 84	779,268 52	73,693 00	18.00	.....
Electric Traction, Philadelphia,	.....	.....	.....	.....	28.90	5 ft. 2 1-2 in.
Federal Street and Pleasant Valley,	1,159,249 16	521,746 95	1,680,996 11	.....	99.00	.....
Fort Pitt Incline Plane,	.....	.....	98,468 97	.....	.....	.....
Frankford and Southwark,	1,224,241 19	582,560 40	1,806,801 59	.....	.....	5 ft. 2 in.
Germantown,	.....	.....	950,782 56	.....	.....	.....
Gettysburg Electric,	147,457 68	78,183 02	225,640 70	30,000 00	8.50	4 ft. 8 1-2 in.
Green and Coates Streets,*	.....	.....	258,181 43	.....	.....	5 ft. 2 in.

Greensburg and Hempfield Electric,	.....	.....	118,500 00	15,000 00	2.50	4 ft. 8 1-2 in.
Hanover and McSherrytown,	25,828 86	6,542 00	32,370 86	.....	3.00	.....
Harrisburg City,*	94,743 07	72,720 86	166,963 93	.....	.....	.....
Hazleton and North Side,*	.....	.....	.....	.....	.....	4 ft. 8 1-2 in.
Hazleton and Suburban,	.....	.....	.....	.....	.....	4 ft. 8 1-2 in.
Hestonville, Mantua and Fairmount,	408,671 47	150,511 64	559,183 11	319,336 00	17.87	5 ft. 2 1-4 in.
Hazleton and South Side,	.....	.....	.....	.....	.....	4 ft. 8 1-2 in.
Johnstown,	435,823 13	74,301 53	510,124 66	.....	9.25	4 ft. 8 1-2 in.
Junction,*	20,685 00	5,315 00	26,000 00	.....	.....	4 ft. 8 1-2 in.
Kessler Street Connecting,*	5,835 00	.....	5,835 00	.....	.....	.....
Lackawanna,*	.....	.....	.....	.....	.....	.....
Lancaster and Columbia,	262,500 00	.....	262,500 00	.....	.....	.....
Lancaster Traction,	.....	.....	.....	.....	20.00	.....
Lebanon and Myerstown,*	69,829 04	8,124 98	77,954 02	.....	.....	.....
Lebanon and Annville,	156,691 12	47,616 97	204,308 09	7,243 00	18.00	5 ft. 3 in.
Lehigh Avenue,	293,295 95	14,844 53	308,140 48	70,000 00	6.00	5 ft. 3 in.
Lehigh Traction,	.....	.....	.....	90,000 00	20.25	.....
Manayunk and Roxboro Incline,	60,137 87	6,000 00	66,137 87	8,547 00	5.50	5 ft. 2 in.
McKeesport and Wilmerding,	83,228 10	27,097 17	110,325 27	10,000 00	4.50	5 ft. 2 1-2 in.
Middletown, Highspire and Steelton,*	82,537 21	.....	82,537 21	.....	.....	.....
Millvale, Etna and Sharpsburg,*	.....	.....	.....	.....	.....	5 ft. 2 1-2 in.
Millvale,	1,192 59	3,334 69	4,527 28	.....	2.00	5 ft. 2 1-2 in.
Monongahela Inclined Plane,	250,000 00	.....	250,000 00	3,500 00	.....	.....
Montgomery County,*	.....	.....	154,917 50	.....	.....	.....
Mount Oliver Incline,	.....	.....	91,899 52	.....	.50	5 ft. 2 1-2 in.
Nanticoke,*	.....	.....	.....	.....	.....	.....
New Castle Electric,	27,459 22	17,439 72	44,898 94	2,676 00	2.17	4 ft. 8 1-2 in.
Norristown, Bridgeport and Conshohocken T'n,	.....	.....	10,000 00	12,000 00	5.00	.....
Norristown,*	.....	.....	155,870 61	.....	.....	.....
North End,	.....	.....	13,000 00	.....	1.12	5 ft. 2 in.
Northern,*	18,346 26	4,050 00	22,396 20	.....	.....	5 ft. 2 1-4 in.
Nunnery Hill Incline Plane,	.....	.....	90,862 04	.....	25.00	5 ft.
Oil City,	36,200 77	15,687 94	51,888 71	.....	2.50	4 ft. 8 1-2 in.
Pennsylvania Traction,	.....	.....	.....	.....	50.00	.....
Penn Street,*	.....	.....	234,694 91	.....	.....	.....
Pennsylvania Motor Company,*	190,081 16	18,000 00	208,081 16	2,000 00	.....	5 ft. 2 1-2 in.
People's, Philadelphia,	.....	.....	637,614 77	10,000 00	48.46	5 ft. 2 in.
People's, Scranton,	.....	.....	.....	.....	.....	4 ft. 8 1-2 in.
People's, Beaver Falls,	124,302 25	86,805 15	211,107 40	2,503 00	3.70	5 ft. 2 1-2 in.
Philadelphia City,*	650,748 38	225,094 50	875,842 88	.....	.....	5 ft. 2 1-2 in.

* Mileage included in operating company's report.

TABLE B.—COST AND MILEAGE—CONTINUED.

NAME OF COMPANY.	Cost for construction of road.	Cost for equipment.	Total cost of road and equipment.	Value of real estate held exclusive of roadway.	Length of road.	Gauge of track.
Philadelphia and Darby,*	.....	.....	$259,000 00	.....	.....	5 ft. 2 1-2 in.
Philadelphia and Gray's Ferry,	.....	.....	249,514 40	.....	.....	5 ft. 2 1-2 in.
Philadelphia Traction,	.....	.....	.....	.....	181.00	.....
Pittsburgh, Allegheny and Manchester,*	.....	.....	.....	$124,998 55	.....	5 ft. 2 1-2 in.
Pittsburgh, Allegheny and Manchester, Traction,	$997,884 67	$489,119 76	$1,487,004 43	47,540 00	16.75	.....
Pittsburgh and Birmingham,*	124,789 08	55,451 04	180,240 12	63,800 00	.....	5 ft. 2 1-2 in.
Pittsburgh and Birmingham Traction,	.....	.....	1,629,738 32	75,800 00	17.00	.....
Pittsburgh, Oakland and East Liberty,	129,349 10	60,758 73	190,107 83	.....	.....	.....
Pittsburgh, Neville Island and Coraopolis,	99,812 90	12,584 24	112,397 14	4,950 00	8.75	5 ft. 2 in.
Pittsburgh Traction,	1,272,097 83	192,902.41	1,465,000 24	233,502 77	45.67	.....
Pittsburgh Incline Plane,	.....	.....	400,000 00	.....	.....	.....
Pittsburgh Union,*	.....	.....	.....	14,878 85	.....	5 ft. 2 1-2 in.
Pittsburgh and West End,	498,091 07	149,880 78	647,971 85	83,107 67	15.69	5 ft. 2 1-2 in.
Pittston,*	.....	.....	12,292 48	2,500 00	.....	5 ft. 2 1-2 in.
Pottstown,	.....	.....	.....	.....	.....	.....
Plymouth,*	56,212 13	27,231 90	83,444 03	39,191 17	6.00	4 ft. 8 1-2 in.
Punxsutawney,	.....	.....	36,990 42	1,900 00	1.60	4 ft. 8 1-2 in.
Reading City,*	412,226 48	65,750 72	477,977 20	.....	.....	5 ft. 2 1-4 in.
Reading Traction,	208,565 11	194,996 26	403,561 37	8,269 00	28.00	.....
Reading and Southwestern,	100,643 64	53,784 01	154,427 65	10,878 19	5.50	4 ft. 8 1-2 in.
Ridge Avenue,	.....	.....	584,811 00	.....	.....	.....
Ringing Rocks,	24,043 35	6,400 00	30,443 35	11,750 00	3.70	4 ft. 8 1-2 in.
St. Clair Incline,	.....	.....	225,000 00	4,000 00	40.00	5 ft.
Schuylkill River,*	.....	.....	47,463 54	.....	.....	5 ft. 2 1-2 in.
Scranton,*	.....	.....	150,000 00	.....	.....	4 ft. 8 1-2 in.
Scranton Suburban,*	.....	.....	.....	.....	.....	4 ft. 8 1-2 in.

Schuylkill Electric,	183,826 44	54,000 00	237,826 44	20,000 00	8.33	4 ft. 8 1-2 in.
Scranton Traction,	2,835,552 34	187,194 74	3,022,747 08	100,000 00	33.60	.....
Scranton and Carbondale Traction,	.....	.....	650,000 00	.....	5.00	.....
Second Avenue Traction,	.....	.....	400,333 38	35,493 00	12.58	.....
Second and Third Streets,*	.....	.....	1,030,613 47	.....	.....	5 ft. 2 1-4 in.
Seventeenth and Nineteenth Streets,*	162,024 66	39,928 50	201,953 16	.....	.....	5 ft. 2 1-2 in.
Shamokin,	.....	.....	86,037 84	6,500 00	3.00	5 ft. 2 in.
Shenango Valley,	123,949 39	87,480 25	211,429 64	475 00	3.55	.....
South Side, Pittsburgh,*	51,384 06	30,467 07	81,851 13	.....	.....	.....
Stroudsburg,	36,950 00	9,450 00	46,400 00	2,500 00	2.00	4 ft. 8 1-2 in.
Sunbury and Northumberland,	120,000	34,832 50	154,832 50	2,000 00	3.09	5 ft. 2 in.
Thirteenth and Fifteenth Streets,*	198,029 29	141,406 25	339,435 54	.....	.....	.....
Troy Hill Incline Plane and Bridge Company,*	192,424 81	94,047 13	286,471 94	.....	.....	.....
Union, Philadelphia,*	4,241,901 35	475,606 22	4,717,507 57	.....	.....	5 ft. 2 1-2 in.
Union, Chester Pa.,	.....	.....	300,000 00	27,000 00	31.00	.....
Uniontown,	38,000 00	60,000 00	98,000 00	8,000 00	2.50	5 ft. 2 1-2 in.
Valley,*	178,723 98	.....	178,723 98	.....	.....	.....
Vallamont,	21,988 91	11,267 52	33,256 43	.....	1.50	5 ft. 2 1-2 in.
Versailles Traction,	13,011 02	4,888 98	17,900 00	3,600 00	1.50	5 ft. 2 1-2 in.
Warren,	19,442 01	6,425 00	25,867 01	.....	2.74	4 ft. 8 1-2 in.
West Chester,	94,536 64	23,010 17	117,546 81	.....	6.00	.....
West Philadelphia,*	.....	.....	2,328,777 05	.....	.....	5 ft. 2 1-2 in.
West Pittston and Wyoming,*	.....	.....	.....	.....	.....	.....
White Electric Traction,	.....	.....	107,242 17	7,451 70	7.75	4 ft. 8 1-2 in.
Williamsport,	339,355 65	61,999 90	401,355 55	2,800 00	1.50	.....
Wilkes-Barre and Wyoming Valley Traction,	.....	.....	6,485,206 43	107,000 00	52.97	.....
Wilkes-Barre and Kingston,*	.....	.....	100,000 00	.....	.....	4 ft. 8 1-2 in.
Wilkes-Barre and Suburban,*	.....	.....	140,000 00	.....	.....	4 ft. 8 1-2 in.
Wissahickon,	101,408 34	24,588 96	125,997 30	3,350 00	2.50	5 ft. 2 1-2 in.
York,	136,209 94	74,040 05	210,249 99	28,714 45	10.00	4 ft. 8 1-2 in.
Total,	$27,203,463 75	$7,095,349 78	$54,841,190 47	$2,335,539 86	1,093.19	

* Mileage included in operating company's report.

48-9-94

TABLE C—CHARACTERISTICS OF ROADS.

NAME OF COMPANY.	No. car houses, shops and stables.	No. of depots.	No. of first class passenger cars.	Average value of each car.	No. second class passenger cars.	Average value of each car.	No. of passengers that may be seated in each car.	No. of cars propelled by cable.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour).	No. of trips each day.	No. of miles run each day.
Allentown and Lehigh Valley Traction,..	2	1	20	.....	.....	.....	40 to 54	....	20	.....	2	$150	.....	.....	.....
Allegheny Traction, ...	1	.....	.....	.....	14	$125	18	....	.....	6	58	30	5	72	446
Altoona and Logan Valley Electric, ...	1	1	33	$2,500	.....	.....	32	....	33	.....	.....	.....	15	100	816
Beaver Valley Traction, ...	2	2	12	3,500	5	750	24 and 45	....	12	.....	.....	.....	7	82	1,078
Braddock Electric, ...	1	.....	5	2,800	.....	.....	24	....	5	.....	.....	.....	.....	.....	.....
Bradford and Kendall, ...	1	.....	2	150	.....	.....	.....	....	.....	2	6	75	3	28	42
Carbon County Electric, ...	1	1	5	2,200	.....	.....	30	....	4	.....	.....	.....	6	17	102
Carbondale Traction, ...	1	.....	9	1,500	.....	.....	26 and 40	....	.....	.....	.....	.....	10	9	162
Central Traction, ...	3	1	25	1,900	3	950	34	19	6	.....	2	200	8	15	72
Chelton Avenue, ...	2	1	5	600	2	250	18	....	.....	7	50	100	6	99	408
Citizens', Norristown, ...	1	1	9	2,700	.....	.....	22 and 40	....	8	.....	.....	.....	7	19	900
Citizens', Harrisburg, ...	2	1	22	2,768	.....	.....	35 and 45	....	22	.....	.....	.....	7	20	100
Citizens', McKeesport, ...	1	.....	4	4,212	.....	.....	32	....	4	.....	.....	.....	8	36	126
Citizens', Traction, ...	6	3	84	2,000	20	300	28	68	20	3	25	125	9	900	6,500
City, Altoona, ...	2	1	16	2,500	9	400	25	....	16	.....	.....	.....	8	160	1,400
College and Grand View Electric, ...	1	.....	2	2,550	.....	.....	24 and 40	....	2	.....	.....	.....	.....	26	78
Columbia and Donegal, ...	1	1	4	3,000	.....	.....	30	....	4	.....	.....	.....	12	14	182
Columbia and Ironville, ...	1	1	4	3,000	.....	.....	26	....	4	.....	.....	.....	7	15	128
Connellsville, New Haven and Leisenring, ...	1	3	5	3,000	.....	.....	20	....	5	.....	.....	.....	8	30	287
Delaware County and Philadelphia Electric, ...	.....	1	4	3,000	.....	.....	60	....	4	.....	.....	.....	10	27	190
Du Bois Traction, ...	1	.....	4	3,230	.....	.....	28	....	4	.....	.....	.....	12	80	450
Duquesne Traction, ...	2	2	55	3,500	.....	.....	30	....	55	.....	4	200	10	9	3,600
East End, ...	1	.....	2	3,000	.....	.....	40	....	2	.....	.....	.....	8	53	133

East Harrisburg,	3	1	54	1,000	6	300	30	....	54	.....	.....	.....	18	20	140
Easton Transit,	1	.....	30	2,800	.....	.....	30 and 45	....	22	4	21	50	8	10	90
Erie Motor,	3	1	81	3,400	.....	.....	25 and 45	....	70	4	150	.....	8	42	132
Federal Street and Pleasant Valley,	7	6	70	2,500	3	1,800	22	....	73	.....	16	125	6	640	4,800
Fort Pitt Incline Plane,	.....	2	2	.....	.....	.....	40	....	.....	.....	.....	.....	.....	.....	.....
Gettysburg Electric,	1	1	6	2,500	.....	.....	80	....	6	.....	.....	.....	15	.....	.....
Greensburg and Hempfield Electric,	1	.....	3	3,000	.....	.....	22	....	3	.....	.....	.....	9	60	300
Hanover and McSherrytown,	1	.....	2	3,150	1	242	40	....	2	.....	.....	.....	6	30	180
Hestonville, Mantua and Fairmount,	5	2	68	500	12	250	22 and 35	....	.....	80	532	100	6	11	22
Johnstown,	1	2	28	2,556	6	450	26	....	34	.....	1	150	9	.....	1,867
Lebanon and Annville,	2	.....	14	3,359	.....	.....	30 and 50	....	14	.....	.....	.....	8	18	180
Lehigh Avenue,	.....	1	8	500	.....	.....	18	....	.....	18	.....	.....	.....	121	726
Lehigh Traction,	1	2	29	3,750	.....	.....	50	....	26	.....	.....	.....	12	197	1,987
Manayunk and Roxboro Incline,	1	1	8	.....	.....	.....	16 to 24	....	.....	8	43	.....	5	39	282
McKeesport and Wilmerding,	1	1	5	3,500	.....	.....	30	....	5	.....	.....	.....	9	36	162
Millvale,	1	1	2	1,200	1	200	14	....	.....	3	16	130	5	84	168
Monongahela Inclined Plane,	.....	2	2	1,500	.....	.....	30	....	.....	.....	.....	.....	.....	325	40
New Castle Electric,	1	.....	4	2,500	.....	.....									
Norristown, Bridgeport and Conshohocken Traction,	3	1	11	3,000	9	10	22	....	4	.....	.....	.....	7	96	103
Nunnery Hill Incline Plane,	.....	2	2	1,000	.....	.....	.....	....	.....	.....	.....	.....	10	16	160
Oil City,	1	.....	6	2,500	2	1,000	20	....	2	.....	.....	.....	.....	190	.....
Pennsylvania Motor Company,	1	.....	2	2,500	4	2,000	22 and 45	....	6	.....	.....	.....	7	.....	.....
People's, Philadelphia,	12	5	170	500	.....	.....	28	....	6	.....	.....	.....	6	64	150
People's, Beaver Falls,	1	1	4	4,000	.....	.....	20	....	.....	170	1,485	100	6	1,613	11,645
Philadelphia Traction,	44	16	649	2,000	597	500	22	....	4	.....	.....	.....	8	125	450
Pittsburgh, Allegheny, and Manchester Traction,	3	.....	85	2,350	14	250	22 and 32	237	484	525	3,554	.....	7	.....	.....
Pittsburgh and Birmingham Traction,	5	1	42	4,000	25	200	18 and 35	....	48	1	8	125	8	986	5,800
Pittsburgh, Neville Island and Coraopolis,	2	.....	4	2,750	3	200	30	....	42	1	7	.....	8	472	3,117
Pittsburgh Traction,	2	1	65	1,100	19	300	24	....	4	.....	.....	.....	14	37	650
Pittsburgh and West End,	3	1	26	2,800	11	150	30	63	2	.....	9	125	10	14	150
Pittston,	1	1	2	.....	50	.....	24 and 26	....	22	.....	4	150	10	16	90
Pottstown,	1	3	14	2,200	.....	.....	.....	....	.....	2	6	50	.....	.....	8
Punxsutawney,	1	.....	3	3,000	.....	.....	36 and 40	....	10	.....	.....	.....	9	28	168
Reading Traction,	5	5	46	3,000	70	100	30	....	3	.....	.....	.....	6	90	270
Reading and South Western,	1	1	14	2,100	.....	.....	16 and 42	....	116	.....	14	100	4	406	2,600
Ringing Rocks,	1	.....	8	1,825	.....	.....	24 and 45	....	8	.....	.....	.....	10	10	110
Saint Clair Incline,	.....	2	.....	.....	2	.....	40 and 60	....	4	.....	.....	.....	6	34	125
Schuylkill Electric,	1	.....	19	2,000	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....
Scranton Traction,	4	.....	74	2,200	26	1,000	40	....	17	.....	.....	.....	8	26	136
							20 and 40	....	101	.....	5	100	7	.....	3,200

TABLE C—CHARACTERISTICS OF ROADS—CONTINUED.

NAME OF COMPANY.	No. car houses, shops and stables.	No. of depots.	No. of first class passenger cars.	Average value of each car.	No. second class passenger cars.	Average value of each car.	No. of passengers that may be seated in each car.	No. of cars propelled by cable.	No. of cars propelled by electricity.	No. of cars propelled by horses and mules.	No. of horses and mules owned by the company.	Average value of each, including harness.	Average of speed by cars (miles per hour).	No. of trips each day.	No. of miles run each day.
Second Avenue Traction,	2	1	30	3,500	.....	.....	24	....	30	.....	4	175	9	10	100
Shamokin,	1	.....	4	1,200	.....	.....	22	....	4	.....	.....	.....	8	18	108
Shenango Valley,	1	.....	4	.....	.....	.....	24	....	4	.....	.....	.....	8	115	350
Stroudsburg,	2	1	4	800	.....	.....	40	....	.....	.....	.....	.....	15	14	56
Sunbury and Northumberland,	2	.....	4	2,500	.....	.....	32	....	4	.....	.....	.....	8	18	421
Troy Hill Incline Plane and Bridge Company,	1	1	2	2,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union, Chester, Pa.,	4	1	45	3,000	.....	.....	30 and 72	....	45	.....	.....	.....	8	.....	156
Uniontown,	1	1	6	3,000	.....	.....	30	....	5	.....	.....	.....	.....	.....	.....
Vallamont,	1	1	6	3,500	.....	.....	35 and 45	....	6	.....	.....	.....	6	24	90
Versailles Traction,	1	.....	2	3,300	.....	.....	50	....	2	.....	.....	.....	15	400	150
Warren,	1	.....	2	3,000	.....	.....	26	....	2	.....	.....	.....	10	30	120
West Chester,	1	2	7	3,100	2	350	22 and 56	....	5	.....	.....	.....	6	100	300
White Electric Traction,	1	1	3	3,200	.....	.....	24	....	3	.....	.....	.....	.....	36	216
Williamsport,	1	.....	18	3,000	.....	.....	24 and 40	....	12	.....	.....	.....	8	34	123
Wilkes-Barre and Wyoming Valley Traction,	4	.....	103	2,500	.....	.....	20 and 55	....	50	.....	12	50	6	30	4,446
Wissahicken,	1	.....	4	3,270	.....	.....	22	....	4	.....	.....	.....	8	96	240
York,	3	.....	25	2,000	6	100	28	....	19	.....	.....	.....	6	16	100
Total,	185	93	2,263	.....	922	.....	.....	89	1,617	834	6,034	.....	.....	.....	.....

TABLE D—PASSENGERS AND EXPENSES.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Rate of fare for passengers.	EXPENSES.		
			Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Allentown and Bethlehem Rapid Transit,	.....	.....	.....	.....	$113,232 42
Allentown and Lehigh Valley Traction,	678,158	5	.....	.....	38,563 78
Allegheny Traction,	463,033	5	$3,273 01	$27,826 62	31,099 63
Altoona and Logan Valley Electric,	1,326,071	5, 10, 15	17,457 23	12,003 28	29,460 51
Beaver Valley Traction,	1,196,641	5	1,993 23	48,077 82	50,071 05
Bradford and Kendall,	.....	5	339 23	3,628 54	3,967 77
Carbon County Electric,	162,175	5	778 83	10,255 84	11,034 67
Carbondale Traction,	633,504	5	881 94	18,655 65	19,537 59
Central Traction,	3,609,261	5	31,589 60	117,607 85	149,197 45
Chelten Avenue,	318,388	5	405 29	14,683 97	15,089 26
Citizens', Norristown,	363,316	5	188 80	10,716 51	10,905 31
Citizens', Harrisburg,	841,621	5	282 06	26,638 63	26,920 69
Citizens', McKeesport,	202,161	5	581 20	8,010 54	8,591 74
Citizens', Traction,	13,823,145	5	53,933 64	307,260 24	361,193 88
City, Altoona,	1,144,101	5	29,104 12	13,708 64	42,812 76
College and Grand View Electric,	25,709	5	63 50	2,091 23	2,154 73
Columbia and Donegal,	153,658	5, 8, 12	1,496 94	10,855 86	12,352 80
Columbia and Ironville,	86,659	5	480 78	6,207 71	6,688 49
Connellsville, New Haven and Leisenring,	284,409	5	578 25	14,377 87	14,956 12
Delaware County and Philadelphia Electric,	27,406	5	.....	.....	1,226 86
DuBois Traction,	144,990	5	392 13	6,343 44	6,735 57
Duquesne Traction,	6,579,510	5, 7	25,310 34	198,648 62	223,958 96
East End,	91,402	5	62 74	7,024 73	7,087 47
East Harrisburg,	3,679,709	5	.....	.....	125,260 12

TABLE D—PASSENGERS AND EXPENSES—CONTINUED.

NAME OF COMPANY.	Number of passengers (all classes) carried in cars.	Rate of fare for passengers.	EXPENSES.		
			Of maintaining the road or real estate of corporation.	Of operating the road.	Total.
Easton Transit,	2,073,828	5	1,975 69	60,045 98	62,021 67
Electric Traction,	41,040,348	5	63,028 06	1,056,998 05	1,120,026 11
Erie Electric Motor,	3,115,865	5	39,076 50	92,564 21	131,640 71
Federal Street and Pleasant Valley,	7,456,871	5	17,631 68	247,135 55	264,767 23
Fort Pitt Incline Plane,	135,090	5	31 50	4,916 52	4,948 02
Gettysburg Electric,	158,247	5	20 84	2,495 24	2,516 08
Greensburg and Hempfield Electric,	195,074	5	325 88	7,380 65	7,706 53
Hanover and McSherrytown,	109,294	5	531 38	2,722 75	3,254 13
Hestonville, Mantua and Fairmount,	6,043,230	5	12,822 70	209,671 58	222,494 28
Johnstown,	1,803,948	5	3,946 22	46,679 84	50,626 06
Lancaster Traction,	1,186,642	5	.....	.....	.....
Lebanon and Annville,	840,844	5	.....	.....	.....
Lehigh Avenue,	1,432,007	5	3,222 79	51,907 78	55,130 57
Lehigh Traction,	1,255,513	5	4,275 79	27,327 47	31,603 26
Manayunk and Roxboro Incline,	297,675	5	2,139 96	16,519 37	18,659 33
McKeesport and Wilmerding,	209,583	5	1,163 59	6,026 05	7,189 64
Millvale,	196,115	3	515 74	5,379 94	5,895 68
Monongahela Inclined Plane,	1,289,703	5	1,677 17	15,986 54	17,663 71
New Castle Electric,	194,070	5	2,985 90	7,440 99	10,426 89
Norristown, Bridgeport & Conshohocken Trac.,	169,652	5	149 92	5,555 38	5,705 30
Nunnery Hill Incline Plane,	196,695	5	.....	3,290 85	3,290 85
Oil City,	135,986	5	.....	.....	10,638 76
Pennsylvania Traction,	784,557	5, 10, 15, 25	.....	.....	.....
Pennsylvania Motor Company,	379,995	5	.....	.....	.....

People's, Philadelphia,	28,722,705	5	19,227 43	654,251 91	673,479 34
People's, Beaver Falls,	348,478	5	467 29	9,588 57	10,055 86
Philadelphia Traction,	102,142,479	5	59,826 83	3,355,689 57	3,415,516 40
Pittsburgh, Allegheny and Manchester Traction,	8,666,677	5	16,054 17	230,562 69	246,616 86
Pittsburgh and Birmingham Traction,	5,862,024	5	5,504 49	149,109 06	154,613 55
Pittsburgh, Neville Island and Coraopolis,	44,354	5, 10	127 18	2,730 35	2,857 53
Pittsburgh Traction,	8,314,057	5	25,785 50	239,668 63	265,454 13
Pittsburgh and West End,	3,081,531	5, 10	3,812 96	69,107 25	72,920 21
Pittston,	102,488	.....	85 00	2,985 20	3,070 20
Pottstown,	523,012	5	886 79	15,241 76	16,128 55
Punxsutawney,	121,158	5	290 26	4,872 15	5,162 41
Reading Traction,	4,056,223	5	2,296 39	118,114 22	120,410 61
Reading and Southwestern,	368,863	5	959 02	18,228 22	19,187 24
Ringing Rocks,	19,314	5	.....	.....	588 59
Saint Clair Incline,	316,239	5	1,942 43	8,214 47	10,156 90
Schuylkill Electric,	677,597	5	.....	.....	48,260 16
Scranton Traction,	6,347,596	5	13,459 65	126,620 59	140,080 24
Scranton and Carbondale Traction,	408,920	5	.....	.....	8,523 00
Second Avenue Traction,	3,924,162	10	$8,399 19	$96,853 15	105,252 34
Shamokin,	322,613	5	2,998 30	12,706 43	15,704 73
Shenango Valley,	289,245	5	500 00	11,824 79	12,324 79
Stroudsburg,	104,584	5	245 67	4,586 82	4,832 49
Sunbury and Northumberland,	245,285	5	999 43	14,787 12	15,786 55
Troy Hill Incline Plane and Bridge Co.,	.....	.....	1,349 22	6,687 53	8,036 75
Union, Chester, Pa.,	12,746,868	5	8,187 15	81,427 51	89,614 66
Unlontown,	214,310	5	365 98	7,950 74	8,316 72
Vallamont,	165,461	5	826 64	9,604 23	10,430 87
Versallles Traction,	82,370	5	14 79	2,273 19	2,287 98
Warren,	248,761	5	18 25	5,266 90	5,285 15
West Chester,	248,852	5	.....	.....	13,838 55
White Electric Traction,	214,471	5	157 62	2,507 20	2,664 82
Williamsport,	1,396,347	5	2,981 34	46,664 59	49,645 93
Wilkes-Barre and Wyoming Valley Traction,	4,342,524	5, 10, 15	.....	.....	163,233 30
Wissahickon,	283,697	5	362 05	15,080 72	15,442 77
York,	845,325	5	683 45	32,438 62	33,122 07
Total,	302,334,449	.....	503,528 64	$8,090,312 51	$9,117,206 69

TABLE E.—RECEIPTS.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Allentown and Bethlehem Rapid Transit,	$156,273 74			$1,194 03	$157,467 77
Allentown and Lehigh Valley Traction,	32,629 40				32,629 40
Allegheny Traction,	23,151 65	$1,770 00	$305 84	1,755 00	26,982 49
Altoona and Logan Valley Electric,	65,672 67				65,672 67
Beaver Valley Traction,	59,478 65			1,640 59	61,119 24
Bradford and Kendall,	3,342 99			234 10	3,577 09
Carbon County Electric,	8,057 80				8,057 80
Carbondale Traction,	29,671 55			1,328 92	31,000 47
Central Traction,	163,392 02	3,632 00			167,024 02
Chelton Avenue,	15,122 75	132 00	149 25	211 59	15,615 59
Citizens', Norristown,	17,544 06		50 00	2 00	17,596 06
Citizens', Harrisburg,	33,249 55	507 14			33,756 69
Citizens', McKeesport,	9,058 80				9,058 80
Citizens' Traction,	639,671 74			4,428 63	644,100 37
City, Altoona,	54,218 36				54,218 36
College and Grand View Electric,	1,285 45				1,285 45
Columbia and Donegal,	12,292 80				12,292 80
Columbia and Ironville,	4,286 14			1,601 60	5,887 74
Connellsville, New Haven and Leisenring,	14,288 35			25 00	14,313 35
Delaware County and Philadelphia Electric,	1,370 30				1,370 30
Du Bois Traction,	7,313 87				7,313 87
Duquesne Traction,	343,100 53			3,789 83	346,890 36
East End,	4,574 85				4,574 85
East Harrisburg,	173,650 89	382 00		189,240 09	363,272 98
Easton Transit,	85,032 58	70 00			85,102 58
Electric Traction,	1,773,679 49			126,926 59	1,900,606 08
Erie Electric Motor,	139,795 85	40 00			139,835 85
Federal Street and Pleasant Valley,	372,843 58			10,708 63	383,552 21

Fort Pitt Incline Plane,	5,377 20			69 95	5,447 15
Gettysburg Electric,	9,651 83				9,651 83
Greensburg and Hempfield Electric,	9,460 26	52 00		315 88	9,828 14
Hanover and McSherrytown,	5,464 86			81 00	5,545 86
Johnstown,	90,197 40	1,026 66	1,502 81	7,333 94	302,684 17
Lancaster Traction,	79,942 13			44,526 53	134,723 93
Lebanon and Annville,	39,080 66			3,955 96	83,898 09
Lehigh Avenue,	41,947 55			822 67	39,903 33
Lehigh Traction,	51,264 00	200 00		1,545 27	43,692 82
Manayunk and Roxboro Incline,	16,393 74	1,025 83		771 26	53,061 09
McKeesport and Wilmerding,	12,272 44	132 00	368 74	279 96	17,174 44
Millvale,	5,903 50	96 00			12,368 44
Monongahela Incline Plane,	33,728 80		12 00		5,915 50
New Castle Electric,	9,306 50	420 00		9,003 64	43,152 44
Norristown, Bridgeport and Conshohocken Traction,	8,004 75	48 00			9,354 50
Hestonville, Mantua and Fairmount,	292,820 76			4,354 54	12,359 29
Nunnery Hill Incline Plane,	5,081 82			45 00	5,126 82
Oil City,	6,737 57				6,737 57
Pennsylvania Traction,	55,576 03			1,817 51	57,393 54
Pennsylvania Motor Company,	14,923 15				14,923 15
People's, Philadelphia,	1,014,584 81		4,652 19	24,921 79	1,044,158 79
People's, Beaver Falls,	17,423 90				17,423 90
Philadelphia Traction,	5,002,111 44	4,972 90	10,777 47	165,795 46	5,183,657 27
Pittsburgh, Allegheny and Manchester Traction,	433,333 85	416 09	3,667 53	41,083 49	478,500 96
Pittsburgh and Birmingham Traction,	279,972 91			2,362 29	282,335 20
Pittsburgh, Neville Island and Coraopolis,	2,255 05	30 00		309 93	2,594 98
Pittsburgh Traction,	421,953 36	900 00		8,580 44	431,433 80
Pittsburgh and West End,	142,923 90	361 00		1,318 00	144,602 90
Pittston,	5,176 42				5,176 42
Pottstown,	21,278 74	75 00		947 29	22,301 03
Punxsutawney,	5,974 82			129,60	6,104 42
Reading Traction,	153,146 79	588 80	1,448 67	1,832 90	157,017 16
Reading and South Western,	20,428 26	510 00		1,447 20	22,385 46
Ringing Rocks,	536 95	78 27			615 22
Saint Clair Incline,	11,158 05			2,394 20	13,552 25
Schuylkill Electric,	33,571 17				33,571 17
Scranton Traction,	247,767 54				247,767 54
Scranton and Carbondale Traction,	20,446 00				20,446 00
Second Avenue Traction,	172,667 43	115 35		1,769 00	174,551 78
Shamokin,	13,043 80	6,707 02		1,610 00	21,360 82
Shenango Valley,	14,492 21			324 85	14,817 06
Stroudsburg,	5,229 10			200 15	5,429 25

TABLE E.—RECEIPTS—CONTINUED.

NAME OF COMPANY.	Passengers.	Rent.	Manure.	Other sources.	Total.
Sunbury and Northumberland,	10,847 98	.....	.....	$31,760 48	$42,608 46
Troy Hill Incline Plane and Bridge Company,	13,358 71	.....	.....	425 34	13,784 05
Union, Chester, Pa.,	127,468 68	.....	.....	950 00	128,418 68
Uniontown,	10,264 49	$421 83	.....	.....	10,686 32
Vallamont,	7,869 54	.....	.....	3 25	7,872 79
Versailles Traction,	2,059 25	.....	.....	18,500 00	20,559 25
Warren,	12,081 00	.....	.....	.....	12,081 00
West Chester,	16,543 96	.....	.....	1,998 06	18,542 02
White Electric Traction,	10,723 57	.....	.....	.....	10,723 57
Williamsport,	64,862 75	.....	.....	.....	64,862 75
Wilkes-Barre Wyoming Valley Traction,	347,382 23	.....	.....	4,636 32	352,018 55
Wissahicken,	15,828 00	.....	.....	113 34	15,941 34
York,	40,576 96	.....	.....	879 54	41,456 50
Total,	$13,756,528 98	$24,709 89	$22,934 50	$732,302 63	$14,536,476 00

TABLE F—ACCIDENTS.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Traction,	.....	1	.....	.....	1	.....	1	1
Altoona and Logan Valley lEectric,	.....	2	.....	.....	1	1	1	3
Beaver Valley Traction,	.....	3	.....	.....	1	.....	1	3
Carbon County Electric,	.....	1	.....	1	.....	.....	.....	2
Carbondale Traction,	.....	.....	1	.....	1	.....	2	.....
Central Traction,	.....	2	.....	.....	.....	5	.....	7
Citizens', Harisburg,	.....	.....	.....	.....	1	4	1	4
Citizens', Traction,	.....	2	.....	.....	2	8	2	10
City, Altoona,	.....	.....	.....	2	.....	3	.....	5
Columbia and Donegal,	.....	1	.....	.....	.....	.....	.....	1
Columbia and Ironville,	.....	.....	.....	.....	1	.....	1	.....
Duquesne Traction,	.....	.....	.....	.....	5	23	5	23
East Harrisburg,	3	8	.....	2	.....	.....	3	10
Easton Transit,	.....	6	.....	.....	.....	.....	.....	6
Erie Electric Motor,	.....	2	.....	.....	.....	.....	.....	2
Federal Street and Pleasant Valley,	.....	3	.....	.....	1	2	1	5
Greensburg and Hempfield Electric,	.....	.....	.....	1	.....	.....	.....	1
Hestonville, Mantua and Fairmount,	.....	6	1	.....	.....	.....	1	6
Lehigh Avenue,	.....	1	.....	.....	1	.....	1	1
Lehigh Traction,	1	40	1	1	1	1	3	42
People's, Philadelphia,	.....	87	.....	6	5	.....	5	93
Philadelphia Traction,	7	84	2	5	7	55	16	144
Pittsburgh, Allegheny and Manchester Traction,	5	11	.....	3	.....	.....	5	14
Pittsburgh and Birmingham Traction,	.....	.....	.....	.....	5	4	5	4
Pittsburgh Traction,	.....	23	.....	3	4	16	4	42
Pittsburgh and West End,	.....	.....	.....	1	5	4	5	5
Reading Traction,	.....	1	.....	1	1	1	1	3
Reading and Southwestern,	.....	.....	.....	1	.....	.....	.....	1
Schuylkill Electric,	2	2	.....	1	.....	1	2	4
Scranton Traction,	.....	25	.....	3	2	.....	2	28

TABLE E—ACCIDENTS—CONTINUED.

NAME OF COMPANY.	PASSENGERS.		EMPLOYES.		OTHERS.		TOTAL.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Second Avenue Traction,	.....	6	.....	2	7	14	7	22
Shamokin,	.....	2	.....	.....	.....	1	.....	3
Shenango Valley,	.....	.....	.....	.....	1	1	1	1
Union, Chester, Pa.,	2	21	.....	.....	.....	.....	2	21
Wilkes-Barre and Wyoming Valley Traction,	1	80	.....	6	4	8	5	94
Wissahicken,	.....	.....	.....	1	.....	1	.....	2
York,	.....	.....	.....	.....	1	1	1	1
Total,	21	420	5	40	58	154	84	624

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown,	$45,260 00	$45,260 00	$200,000 00	$200,000 00	$200,000 00
Allentown and Bethlehem Rapid Transit,			1,000,000 00	1,000,000 00	1,000,000 00
Allegheny and Millvale,		2,400 00			
Allegheny and Bellevue,		50,000 00			
Allegheny Traction,					500,000 00
Allegheny Street Railway Company,		50,000 00			
Altoona and Hollidaysburg,	5,000 00	5,000 00			
Altoona and Logan Valley Electric,				250,000 00	325,000 00
Athens, Sayre and Waverly Electric,		1,000 00			
Ashland, Locust Dale and Centralia Electric,					60,000 00
Beaver,	400 00	400 00			
Beaver Falls, College and Metamore Electric,		10,600 00			
Beaver Valley,	30,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Beaver Valley Traction,			300,000 00	300,000 00	300,000 00
Bellevue and Pittsburgh,		4,800 00			
Bethlehem and Allentown,	50,000 00	75,000 00	100,000 00	100,000 00	100,000 00
Bethlehem and South Bethlehem,	600 00		200,000 00	200,000 00	200,000 00
Bloomfield and Shady Side,	6,000 00				
Blakely and Dixson Traction,					36,000 00
Braddock Electric,		6,310 00	56,000 00	98,000 00	100,400 00
Braddock and Britton Electric,		600 00			
Braddock and McKeesport Electric,		800 00			
Braddock and Turtle Creek,		50,000 00	60,787 50	60,850 00	
Bradford and Kendall,		12,000 00	12,000 00	12,000 00	12,000 00
Boyd Street,	300 00	3,000 00			
Cambria and Somerset Streets,		5,000 00			
Capital City,	1,600 00	1,600 00			
Carbon County Electric,					30,005 00
Carbondale Traction,				150,000 00	150,000 00
Catharine and Bainbridge,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Centennial,		1,500 00		1,500 00	15,000 00
Central Traction,		748,737 50	896,067 50	898,367 50	898,392 50
Central Electric,		6,000 00	6,000 00	60,000 00	60,000 00
Centre and West End,					6,000 00
Chelten Avenue,		3,900 00	3,900 00	3,900 00	3,900 00
Chester,	100,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Chester and Media Electric,				100,000 00	100,000 00
Citizens', McKeesport,				31,950 00	36,950 00
Citizens', Philadelphia,	192,500 00	192,500 00	192,500 00	192,500 00	192,500 00
Citizens', Pittsburgh,			200,000 00	200,000 00	200,000 00
Citizens', Norristown,	49,520 00	49,520 00	49,520 00	52,520 00	79,520 00
Citizens', Harrisburg,					206,470 00
Citizens', Beaver Falls,		729 28			
Citizens', Fairmount Park,	4,800 00	4,800 00			
Citizens', North Philadelphia,	3,600 00	3,600 00			
Citizens', South Philadelphia,	3,000 00	3,000 00			
Citizens' Street Passenger,	600 00				
Citizens' Traction,	2,500,000 00	2,800,000 00	3,000,000 00	3,000,000 00	3,000,000 00

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Cltizens', Steelton,			$11,940 51	$134,284 97	
City, Altoona,	$68,000 00	$148,990 00	180,000 00	198,200 00	$200,000 00
City Line,		1,000 00			
Coalville,	62,700 00	61,500 00			61,575 00
College and Grand View Electric,					15,000 00
Columbia and Donegal,					75,000 00
Columbia and Ironville,				75,000 00	75,000 00
Continental,	580,000 00	580,000 00	580,000 00	580,000 00	580,000 00
Connellsville, New Haven and Leisenring,			70,000 00	70,000 00	70,000 00
Craig Street,	42,000 00	42,000 00			
Cumberland Street,	550 00	500 00			
Delaware County and Philadelphia Electric,					98,000 00
Diamond Street,	3,000 00	3,000 00			
Duquesne Street,	100,000 00	100,000 00			
DuBois Traction,			13,600 00	15,000 00	15,000 00
Duquesne Traction,		3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
East End,					18,000 00
East End (Penn Avenue),	600 00	600 00			
East End (Washington Street),		3,600 00			
East End (Williamsport),				12,000 00	
East Harrisburg,			149,987 50	477,868 56	500,000 00
East Reading,		100,000 00	100,000 00	100,000 00	100,000 00
Easton Transit Company,	120,000 00	120,000 00	120,000 00	155,000 00	300,000 00
Electric Traction,					3,000,000 00
Ellsworth,	1,200 00				
Erie City,	50,000 00	50,000 00	100,000 00	100,000 00	100,000 00
Erie Electric Motor,	400,000 00	400,000 00	700,000 00	700,000 00	700,000 00
Exchange Street,	100 00	100 00			
Fairhill Passenger,		900 00			
Fairmount Palace Car,		4,800 00			
Federal Street and Pleasant Valley,	1,300,000 00	1,300,000 00	1,400,000 00	1,400,000 00	1,400,000 00
Fifth Avenue, West End and Grafton,	1,840 00				
Forbes Street,		4,200 00			
Forbes Street and Shady Avenue,	1,200 00				
Fort Pitt Incline Plane,	60,000 00	60,000 00	60,000 00	60,000 00	60,000 00
Forty-third Street and Bloomfield Street,	5,000 00	500 00		†	
Fountain Street,	300 00	300 00			
Frankford and Southwark,	1,000,000 00	1,250,000 00	1,250,000 00	1,500,000 00	1,875,000 00
Fremont Street,		500 00			
Germantown,	572,800 00	572,800 00	572,800 00	572,800 00	572,800 00
Gettysburg Electric,					100,000 00
Grant Street,	300 00	300 00			
Glenshaw,		3,000 00			
Green and Coates Streets,	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Greensburg and Hempfield Electric,	8,800 00	50,000 00	59,250 00	59,250 00	59,250 00
Greensburg and Suburban Street,	600 00				

†Included in report of Millvale Passenger Railway Company.

Greenfield Avenue,		600 00	6,000 00	6,000 00	
Hanover and McSherrytown,					25,800 00
Harrisburg City,	100,000 00	125,000 00	125,000 00	125,000 00	125,000 00
Hazleton and North Side,					7,500 00
Hazleton and South Side,					7,500 00
Hazleton and Suburban,					1,000 00
Hestonville, Mantua and Fairmount,	299,381 36	299,381 36	299,381 36	299,381 36	833,281 36
Highland Park,	2,100 00				
Highland Street,	15,000 00	15,000 00			
Hill Top Traction,		300 00			
Holmesburg, Tacony and Frankford Electric,		3,550 00			
Homewood Avenue,	1,200 00				
Howe Street,	1,800 00	1,800 00			
Jackson Street,		500 00			
Johnstown,	100,000 00	137,500 00	137,500 00	185,000 00	185,000 00
Junction,					26,000 00
Kessler Street Connecting,				5,000 00	5,000 00
Lackawanna,					25,000 00
Lancaster City,	63,900 00		63,900 00	529,350 00	
Lancaster and Columbia,					37,500 00
Lancaster and Millersville,	40,000 00	40,000 00			
Lancaster and Lititz,	1,410 00	1,410 00			
Lancaster Traction,				550,000 00	
Larimer Street,	15,000 00	15,000 00			
Lebanon and Anville,*			100,000 00	100,000 00	100,000 00
Lebanon and Myerstown,					75,500 00
Lehigh Avenue,	200,000 00	300,000 00	300,000 00	399,950 00	592,050 00
Lehigh Traction,					1,000,000 00
Lombard and South Streets,	374,842 50	374,842 50	374,842 50	374,842 50	
Manayunk and Roxboro' Incline,	58,475 00	58,475 00	58,475 00	58,475 00	67,475 00
Mahanoy City, Shenandoah, Girardsville and Ashland,		10,000 00	200,000 00		
Mansfield and Chartiers,		1,500 00			
Market Square,	600 00	600 00			
Market Street,	500 00	500 00			
Marshall Street,	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
McKeesport and Duquesne Street,	500 00	500 00			
McKeesport and Wilmerding,					93,225 00
Middletown, Highspire and Steelton,			15,000 00	97,550 00	100,000 00
Midvale,	3,000 00	3,000 00			
Millvale,	15,000 00	1,500 00	4,509 23	4,513 23	
Millvale, Etna and Sharpsville,				2,400 00	
Millvale, Etna and Sharpsburg,					750,000 00
Monongahela,	600 00	600 00			
Monongahela Inclined Plane,	140,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Montgomery County,					150,000 00
Montgomery and Barks Streets,		2,100 00			
Mount Oliver Incline,	54,000 00	61,152 00	87,350 00	100,000 00	100,000 00
Nanticoke,		200 00			200 00
New Brighton Electric,		28,400 00			
New Castle Electric,	14,300 00		40,000 00	40,000 00	40,000 00
Norristown, Bridgeport and Conshohocken Traction,					10,000 00
Norristown,	44,415 15	44,439 65	44,439 65	44,450 00	75,000 00
North End,		2,400 00			12,936 00
North Philadelphia,	300,000 00				
Northern,		1,500 00		1,500 00	1,500 00

*Included in report of Wilkes-Barre and Wyoming Valley Traction Company.

†Included in report of Millvale Passenger Railway Company.

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Nunnery Hill Incline Plane	$60,000 00	$60,000 00	$60,000 00	$60,000 00	$60,000 00
Oakmont and Verona Traction		250 00			
Oil City	2,550 00	2,550 00			48,100 00
Park Street		2,400 00			
Penn Street				500,000 00	500,000 00
Pennsylvania Motor Company	80,000 00	120,000 00	120,000 00	120,000 00	120,000 00
People's, Philadelphia	500,000 00	723,146 73	725,646 75	740,965 50	740,965 50
People's Electric Street				150,000 00	
People's, Scranton	425,000 00	425,000 00	425,000 00	600,000 00	600,000 00
People's, Pittsburgh	35,000 00	35,000 00			
People's, Beaver Falls					150,000 00
Perry Street		50,000 00			
Philadelphia City	475,000 00	475,000 00	475,000 00	475,000 00	475,000 00
Philadelphia and Darby	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Philadelphia and Gray's Ferry	308,750 00	308,750 00	308,750 00	308,750 00	308,750 00
Philadelphia Traction	3,913,205 00	3,984,000 00	6,000,000 00	7,485,000 00	10,000,000 00
Pittsburgh, Allegheny and Manchester Passenger	350,000 00	350,000 00	350,000 00	350,000 00	350,000 00
Pittsburgh, Allegheny and Manchester Traction		2,897,166 66	2,919,566 67	2,919,566 67	2,994,839 16
Pittsburgh and Birmingham Passenger	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Pittsburgh and Birmingham Traction	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00	3,000,000 00
Pittsburgh, Oakland and East Liberty	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh, Braddock, Neville Island and Coraopolis					55,690 00
Pittsburgh, Glenwood and Homestead		2,000 00			
Pittsburgh Passenger	1,500 00	1,500 00			
Pittsburgh Traction	1,750,000 00	1,900,000 00	1,900,000 00	1,900,000 00	1,900,000 00
Pittsburgh Incline Plane	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Pittsburgh Union	82,755 00	82,755 00	82,755 00	100,000 00	82,755 00
Pittsburgh and West End	110,060 14	110,060 14	124,000 00	1,500,000 00	1,500,000 00
Pittston	10,000 00	10,000 00	200 00	200 00	10,000 00
Pittston, Moosic and Pleasant Valley		14 000 00		1,400 00	
Plymouth		400 00		400 00	400 00
Pottstown				40,500 00	60,000 00
Punxsutawney				18,000 00	18,000 00
Rapid Transit, Wallingford		1,400 00			
Reading City	250,000 00	281,250 00	350,000 00	350,000 00	350,000 00
Rapid Transit Electric, Philadelphia		50,000 00			
Reading Traction				1,000,000 00	1,000,000 00
Reading and South Western		32,460 00	130,000 00	130,000 00	130,000 00
Ridge Avenue	420,000 00	420,000 00	420,000 00	420,000 00	425,000 00
Riverside	180 00	180 00			
Ringing Rocks					38,400 00
Ross Street	150 00	150 00			
Saint Clair Incline	150,000 00	150,000 00	150,000 00	150,000 00	150,000 00
Schuylkill River	50,000 00		60,000 00	50,000 00	50,000 00
Scranton		50,000 00	50,000 00	50,000 00	50,000 00
Scranton Suburban	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Schuylkill Electric				150,000 00	138,350 00
Scranton Traction				2,000,000 00	2,000,000 00

Scranton and Carbondale Traction,	30,000 00	300,000 00	400,000 00	400,000 00		500,000 00
Second Avenue Traction,	848,160 00		771,076 25	848,160 00		800,000 00
Second and Third Streets,	250,000 00	250,000 00	250,000 00	250,000 00		848,160 00
Seventeenth and Nineteenth Streets,		1,925 00				250,000 00
Sewickley,		17,590 00	46,145 00	50,000 00		
Shamokin,		800 00		150,000 00		53,250 00
Shenango Valley,		3,600 00				15,0000 00
South End,		38,400 00	38,400 00	38,400 00		
South Side, Pittsburgh,		25,600 00	25,600 00	46,400 00		40,550 00
Stroudsburg,		55,000 00	125,000 00	125,000 00		46,400 00
Sunbury and Northumberland Electric,		2,500 00				125,000 00
Swissvale Electric,		3,300 00				
Swissvale and Wilkinsburg,		2,400 00				
Sylvan Street,		334,529 44	334,529 44	344,529 44		
Thirteenth and Fifteenth Streets,		200,000 00				334,529 44
Trans-Allegheny,		200,000 00	200,000 00	200,000 00		
Troy Hill Incline Plane and Bridge Company,		50,000 00	50,000 00			200,000 00
Twenty-second Street and Allegheny Avenue, Philadelphia,		2,500 00				
Turtle Creek Valley Electric,		925,000 00	925,000 00	925,000 00		
Union, Philadelphia,		1,295 00				925,000 00
Union, Rochester, Pa.,		20,125 00	40,000 00	100,000 00		
Union, Chester, Pa.,	600 00	1,200 00				100,000 00
Union Line,		50,000 00	50,000 00	50,000 00		
Uniontown,						50,000 00
Valley,						80,000 00
Vallamont,						33,200 00
Venango,	4,200 00	420 00				
Verner,		6,000 00				
Verona and Oakmont,		150 00				
Versailles Traction,				4,500 00		9,000 00
Walnut Street Connecting,		5,000 00				
Warren,	600 00		3,484 93	7,781 48		13,176 11
Washington Electric,		16,320 00	38,160 00	39,000 00		
West Chester,		36,000 00	60,000 00	60,000 00		60,000 00
West End Street, Lancaster,	6,200 00	225,000 00	225,000 00	254,350 00		
West Philadelphia,	750,000 00	750,000 00	750,000 00	750,000 00		750,000 00
West Pittston and Wyoming,		1,000 00		1,000 00		1,000 00
White Electric Traction,			17,500 00	60,000 00		60,000 00
Wilkinsburg,	35,000 00	35,000 00				
Wilkinsburg and East Liberty,	14,300 00	14,300 00				
Williamsport,	75,000 00	110,000 00	250,000 00	250,000 00		258,500 00
Wilkes-Barre and Kingston,	100,000 00	100,000 00		100,000 00		100,000 00
Wilkes-Barre and Suburban,	91,650 00	100,000 00	100,000 00	100,000 00		100,000 00
Wilkes-Barre and Wyoming Valley Traction,		1,000 00	5,000,000 00	5,000,000 00		5,000,000 00
Wissahicken,		1,000 00				103,010 00
York,	50,000 00	82,950 00	85,700 00	135,606 00		151,884 00
Total,	$26,665,578 59	$34,622,120 26	$45,462,264 79	$55,429,912 21		$65,316,638 57

COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown,	$78,162 53	$75,000 00	$200.000 00	$200,000 00	
Allentown and Bethlehem Rapid Transit,			552,650 27	748,096 50	$500,000 00
Allentown and Lehigh Valley Traction,					961,987 39
Allegheny and Bellevue,		62,000 00			
Allegheny Street Railway Company,		118,000 00			
Allegheny Traction,					327,292 12
Altoona and Logan Valley Electric,					523,353 90
Beaver Valley Traction,	16,750 00		167,000 00	225,873 44	226,214 09
Bethlehem and Allentown,			100.000 00	100,000 00	
Bethlehem and South Bethlehem,			200,000 00	200,000 00	
Braddock Electric,		1,200 00	41,200 00	41,200 00	41,200 00
Braddock and McKeesport Electric,		250 00			
Braddock and Turtle Creek,		50,000 00	50,000 00	50,000 00	
Carbon County Electric,					57,653 01
Carbondale Traction,				177,908 73	150,000 00
Catharine and Bainbridge,	150,000 00	150,000 00	150,000 00	150,000 00	150.000 00
Central Traction,		428,742 56	395,000 00	425,000 00	435,000 00
Centre and West End,					6,000 00
Centennial,					11,269 34
Chelten Avenue,		26,500 00	69,998 02	87,463 48	92,661 43
Chester and Media,					200,000 00
Chester and Media Electric,				100,000 00	
Citizens', Philadelphia,					192,500 00
Citizens', McKeesport,				31,647 38	23,429 93
Citizens', Norristown,	7,000 00	6,800 00	8,200 00	9,000 00	34,000 00
Citizens', Steelton,			1,000 00	30,917 50	
Citizens', Harrisburg,					111,921 62
Citizens' Williamsport,					20,000 00
Citizens', Traction,	1,578,000 00	1,378,000 00	1.378,000 00	1,370,000 00	1,450,000 00
City, Altoona,			48,295,69	52,750 00	56,668 50
Coalville,	13,003 64	12,000 00			12,000 00
College and Grand View Electric,					1,805 78
Columbia and Ironville,				71,000 00	
Continental,	350,000 00	350,000 00	350,000 00	350,000 00	350.000 00
Connellsville, New Haven and Leisenring,			24,218 03	25.552 18	39,803 37
Delaware County and Philadelphia Electric,					64,000 00
DuBois Traction,			15.749 87	13,085 48	18,635 28
Duquesne Traction,		632,000 00	1,562,874 74	1,519,000 00	1,500,000 00
East End,					19,000 00
East End, Williamsport,				17,000 00	
East Harrisburg,			298,668 84	129,000 00	80,000 00
East Reading,		500 00	3,200 00	3,100 00	4,245 64
Easton Transit Company,	2,849 20	2,849 20	4,249 20	233,238 61	348,000 00
Electric Traction,					301,110 00
Empire,	200,000 00	200,000 00	200,000 00	200,000 00	200,000 00
Erie City,	25,000 00	25,000 00	25,000 00	25,000 00	25,000 00
Erie Electric Motor,	202,000 00	245,625 00	377,671 23	434,175 00	471,984 90
Federal Street and Pleasant Valley,	638,000 00	773,000 00	1,226,000 00	1,265,000 00	1,269,500 00

Fort Pitt Incline Plane	30,000 00	30,000 00	30,000 00	30,000 00	31,875 00
Frankford and Southwark	100,000 00	38,000 00	33,000 00	45,000 00	
Germantown	227,500 00	227,500 00	227,500 00	227,500 00	227,500 00
Grant Street		1,500 00			
Gettysburg					208,486 67
Green and Coates Streets	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Greensburg and Hempfield Electric		58,856 77	70,922 23	70,562 77	69,728 64
Greenfield Avenue			3,753 19	3,046 85	
Hanover and McSherrytown					9,237 40
Harrisburg City	10,000 00	1,250 00			
Hestonville, Mantua and Fairmount	499,500 00	499,500 00	499,500 00	499,500 00	1,250,000 00
Johnstown	105,460 01	189,029 47	252,720 94	277,981 49	310,567 97
Junction					26,000 00
Lancaster City	176,000 00	169,421 38	185,517 86	400,000 00	
Lancaster and Columbia					225,000 00
Lancaster Traction				583,800 00	
Lebanon and Myerstown					5,000 00
Lebanon and Annville		14,845 78	53,198 54	100,000 00	103,000 00
Lehigh Avenue	136,000 00	44,500 00	40,000 00		
Lehigh Traction					594,015 76
Lombard and South Streets	304,258 22	331,959 06	373,945 46	304,055 49	
Manayunk and Roxboro' Incline	3,900 00	2,000 00	7,300 00	6,500 00	
Mahanoy City, Shenandoah, Girardsville and Ashland			100,000 00		
McKeesport and Wilmerding					44,386 50
Millvale, Etna and Sharpsburg					750,000 00
Monongahela Inclined Plane	65,000 00	63,500 00	54,000 00	250,000 00	33,000 00
Montgomery County					150,000 00
Mount Oliver Incline	49,500 00	44,500 00	44,500 00	44,500 00	44,500 00
New Castle Electric			2,282 58	6,358 60	8,238 28
Norristown	2,000 00	1,750 00	1,750 00	2,500 00	85,159 85
Northern				20,833 64	20,833 64
Nunnery Hill Incline Plane	35,100 00	30,000 00	32,040 00	31,632 00	31,632 00
Oil City					9,172 84
Pennsylvania Traction					1,529,850 00
Penn Street				250,000 00	250,000 00
Pennsylvania Motor Company	45,634 79	60,000 00	64,500 00	80,938 55	88,081 16
Peoples', Philadelphia	782,136 78	750,000 00	750,000 00	750,000 00	750,000 00
Peoples' Electric Street				61,645 16	
Peoples', Scranton	216,452 70	200,000 00	362,007 17	300,000 00	300,000 00
Peoples', Beaver Falls					63,843 02
Perry Street		56,000 00			
Philadelphia City	300,000 00	300,000 00	300,000 00	300,000 00	300,000 00
Philadelphia and Darby	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Philadelphia Traction	1,226,000 00	1,193,000 00	1,159,000 00	1,124,000 00	1,089,000 00
Pittsburgh, Allegheny and Manchester Traction	200,000 00	1,354,783 50	1,687,961 01	1,768,259 97	1,831,413 76
Pittsburgh, Allegheny and Manchester Passenger Railway Company		200,000 00	100,000 00		
Pittsburgh and Birmingham Passenger	75,000 00	75,000 00	75,000 00	75,000 00	75,000 00
Pittsburgh and Birmingham Traction	1,500,000 00	1,635,418 02	1,627,324 39	1,522,826 69	1,544,424 52
Pittsburgh, Oakland and East Liberty	7,000 00	7,000 00	7,000 00	7,000 00	7,000 00
Pittsburgh, Neville Island and Corapolis					70,268 08
Pittsburgh Traction	51,337 58	761,206 38	754,202 15	754,715 18	968,725 97
Pittsburgh Incline Plane	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Pittsburgh Union	112,930 28	100,000 00	100,000 00	82,755 00	100,000 00
Pittsburgh and West End	75,000 00	91,000 00	175,000 00	503,000 00	546,400 00
Pottstown				35,842 13	75,235 40
Punxsutawney				18,790 42	14,000 00
Reading City	139,800 00	164,800 0	124,800 00	125,350 00	112,000 00

COMPARATIVE STATEMENT OF AMOUNT OF FUNDED AND FLOATING DEBT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Rapid Transit Electric, Philadelphia,		$15,000 00			
Reading Traction,				$101,845 32	$437,303 21
Reading and South Western,			$13,243 08	14,943 54	23,000 00
Ridge Avenue,			26,000 00		
Ringing Rocks,					4,500 00
Saint Clair Incline,	$60,000 00		75,000 00	75,000 00	75,000 00
Schuylkill Electric,				90,689 50	125,830 00
Scranton,		100,000 00	100,000 00	100,000 00	100,000 00
Scranton Suburban,	210,256 97	200,000 00	200,000 00	200,000 00	200,000 00
Scranton Traction,				1,066,604 19	1,221,965 04
Scranton and Carbondale Traction,					150,000 00
Second Avenue Traction,	150,000 00	48,287 34	150,000 00	216,758 06	454,000 00
Seventeenth and Nineteenth Streets,	100,000 00	100,000 00	100,000 00	100,000 00	100,000 00
Shamokin,		2,000 00	22,108 66	28,500 00	36,380 00
Shenango Valley,				65,176 00	70,000 00
South Side, Pittsburgh,	19,000 00	19,000 00	19,000 00	19,000 00	19,000 00
Stroudsburg,	700 00	600 00			
Sunbury and Northumberland,	65,000 00	83,136 42	65,000 00	104,380 23	48,762 75
Thirteenth and Fifteenth Streets,	170,000 00	156,000 00	190,000 00	190,000 00	190,000 00
Troy Hill Incline Plane and Bridge Company,	105,000 00	105,000 00	105,000 00	105,000 00	105,000 00
Troy Hill Passenger Railway Company,		97,000 00			
Union, Philadelphia,			750,000 00	750,000 00	750,000 00
Union, Rochester,		750,000 00			
Union, Chester,				324,024 60	200,000 00
Union Line,	750,000 00	8,000 00			
Uniontown,			46,000 00	49,000 00	53,000 00
Valley,					101,200 00
Villamont,					40,495 05
Versailles Traction,				2,300 00	14,000 00
Warren,			2,000 00	11,818 20	12,189 95
Washington Electric,			23,093 00	24,654 67	
West Chester,			50,000 00	52,500 00	113,000 00
West End Street, Lancaster,		235,678 00	245,400 00	240,000 00	
West Philadelphia,	996,000 09	996,000 00	996,000 00	996,000 00	996,000 00
White Electric Traction,			39,539 10	24,958 84	35,000 00
Wilkinsburg and East Liberty,	3,250 00				
Williamsport,	30,000 00		113,000 00	135,000 00	396,550 00
Wilkes-Barre and Wyoming Valley Traction,		69,500 00	1,520,000 00	1,618,883 67	1,604,000 00
Wilkes-Barre and Kingston,					90,000 00
Wilkes-Barre and Suburban,	5,500 00	25,000 00	35,000 00	40,000 00	40,000 00
Wissahicken,					29,515 94
York,	20,000 00	5,500 00	8,300 00	56,870 25	90,925 45
Total,	$12,870,982 70	$16,699,488 88	$22,091,385 05	$23,206,209 31	$32,605,431 15

* Included in report of Wilkes-Barre and Wyoming Valley Traction Company. † Included in report of Millvale Passenger Railway Company.

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown,	$111,665 06	$118,208 06	$400,000 00	$400,000 00	
Allentown and Bethlehem Rapid Transit,			521,327 44	669,128 71	$764,945 23
Allentown and Lehigh Valley Traction,					541,661 03
Allegheny Traction,					165,422 60
Allegheny and Bellevue		22,000 00			
Allegheny Street Railway Company,		78,000 00			
Altoona and Logan Valley,					
Altoona and Logan Valley Electric,					492,544 14
Ashland, Locust Dale and Centralia Electric,				139,000 00	
Beaver Valley,					60,000 00
Beaver Valley Traction,	53,759 00	60,857 43	140,000 00		140,000 00
Beaver Valley Street,			225,354 51	284,507 52	291,609 16
Bethlehem and Allentown,				140,000 00	
Bethlehem and South Bethlehem,			200,000 00	200,000 00	
Braddoak Electric,*			400,000 00	400,000 00	
Braddock and Turtle Creek,		2,169 59	93,716 57	115,285 18	116,783 03
Bradford and Kendall,		95,000 00	108,508 22	125,392 49	
Catherine and Bainbridge,		12,000 00	113 46	363 47	
Carbon County Electric,			286,567 50	725,067 32	781,251 54
Carbondale Traction,					81,705 15
Central Traction,				300,000 00	300,000 00
Centennial,		1,244,400 77	1,215,251 36	1,259,691 90	
Central Electric,				12,699 84	12,699 84
Centre and West End,			110,000 00	110,000 00	110,000 00
Chelton Avenue,					6,000 00
Chester,		30,336 80	59,004 31	73,713 14	73,713 14
Chester and Media Electric,	120,744 34	150,000 00	150,000 00	150,000 00	150,000 00
Citizens', Philadelphia,				200,000 00	200,000 00
Citizens', Pittsburg,	312,134 57	312,134 57	318,337 56	318,337 36	318,337 36
Citizens', Norristown,			164,209 54	164,209 54	102,260 48
Citizens', Harrisburg,	44,031 29	44,031 29	44,031 29	45,733 65	318,391 62
Citizens' Steelton,					57,970 14
Citizens', McKeesport,			9,386 97	170,531 83	
Citizens' Traction,				58,448 08	20,000 00
City, Altoona,	1,629,917 77	1,816,243 78	2,042,914 42	2,055,164 40	2,086,809 14
Coalville,	80,049 90	128,575 62	228,295 69	253,995 04	255,543 41
College and Grand View Electric,	51,921 53	51,921 53			63,575 30
Columbia and Donegal,					16,000 00
Columbia and Ironville,					78,887 04
Continental,				152,465 00	152,465 00
Connellsville, New Haven and Leisenring,			263,653 65	263,653 65	263,655 63
Delaware County and Philadelphia Electric,			89,111 61	96,979 80	109,491 25
Duquesne Traction,					158,359 13
DuBois Traction,			1,643,928 27	1,648,937 55	1,650,290 96
East End,			45,446 26	51,446 26	54,496 26
East End, Williamsport,					31,494 78
East Harrisburg,				27,112 74	
East Reading,	111,532 88	106,399 18	412,810 78	626,018 02	731,844 08
Easton, South Easton and West End,	63,617 96	96,623 98	101,194 81	101,318 88	101,318 88
	151,335 36	152,685 36	153,992 67		

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Easton Transit Company,				$370,004 34	$571,601 63
Empire,			$39,536 58	929,880 71	931,485 68
Erie City,			125,000 00	125,000 00	125,000 00
Erie Electric Motor,	$577,659 02	$628,221 14	814,670 23	818,967 48	779,268 52
Federal Street and Pleasant Valley,	1,072,354 28	1,340,970 28	1,541,384 21	1,620,558 17	1,680,996 11
Fort Pitt Incline Plane,	97,936 56	97,936 56	98,324 68	98,468 97	98,468 97
Forty-third Street and Bloomfield Street, †		2,979 00			
Frankford and Southwark,	1,052,763 55	1,135,053 99	1,149,987 97	1,251,989 42	1,806,801 59
Germantown,				950,782 56	950,782 56
Grant Street,	1,500 00				
Gettysburg,					225,640 70
Green and Coates Streets,			258,181 43	258,181 43	258,181 43
Greensburg and Hempfield Electric,	50,000 00	100,000 00	112,571 05	118,500 00	118,500 00
Greenfield Avenue,			9,753 19	12,800 00	
Hanover and McSherrytown,					32,370 86
Harrisburg City,	159,762 94	166,963 93	166,963 93	166,963 93	166,963 93
Hestonville, Manitua and Fairmount,	550,940 76	559,079 96	556,469 71	560,899 90	569,183 11
Johnstown,		316,393 95	385,746 29	469,878 25	510,124 66
Junction,					26,000 00
Kessler Street Connecting,				5,835 20	5,835 00
Lancaster and Columbia,					262,500 00
Lancaster City,	65,085 10	70,248 02	81,228 23	408,454 43	
Lancaster and Millersville,	44,449 77	44,449 77			
Lancaster Traction Company,				1,129,327 34	
Lebanon and Myerstown,					77,954 02
Lebanon and Annville,			153,563 99	193,557 84	204,308 09
Lehigh Avenue,	144,000 09	310,998 91	289,120 70	293,547 00	308,140 48
Lombard and South Streets,	757,707 39	810,489 16	817,234 44	814,965 01	
Manayunk and Roxboro' Incline,	70,508 94	70,752 28	78,903 74	66,137 87	66,137 87
Marshall Street,			53,655 31	53,655 31	
McKeesport and Wilmerding,					110,325 27
Middletown, Highspire and Steelton,			14,721 49	78,000 79	82,537 21
Millvale,		2,979 00	4,068 00	4,527 28	4,527 28
Monongahela Inclined Plane,	250,000 00	250,000 00	250,000 00	250,000 00	250,000 00
Montgomery County,					154,917 50
Mount Oliver Incline,	119,387 52		91,899 52	91,899 52	91,899 52
New Castle Electric,	24,000 00	29,668 76	43,070 25	44,898 94	44,898 94
Norristown, Bridgeport and Conshohocken Traction,					10,000 00
Norristown,	40,887 56	40,877 60	40,877 60	40,996 50	155,870 61
North End Electric,					13,000 00
Northern,				22,396 26	22,396 26
Nunnery Hill Incline Plane,	90,412 04	90,862 04	90,862 04	99,862 04	90,862 04
Oil City,					51,888 71
Pennsylvania Motor Company,			184,500 00	200,938 55	208,081 16
Penn Street, Pittsburg,				222,089 46	234,694 91
Peoples', Philadelphia,	407,350 31	403,055 31	408,962 66	448,851 53	637,614 77
Peoples' Scranton,	622,681 86	522,735 30	749,376 72	753,841 77	211,107 40
Peoples' Electric, Rochester, Pa.,				209,514 62	

Perry Street,		56,000 00			
Philadelphia City,	875,842 88	875,842 88	875,842 96	875,842 88	875,842 88
Philadelphia and Darby,				259,000 00	259,000 00
Philadelphia and Gray's Ferry,	249.514 40	249,514 49	249,514 40	249.514 40	249.514 40
Philadelphia Traction,			994,641 94	1,179,735 38	
Pittsburg, Allegheny and Manchester Passenger Railway Company,	308,609 12				
Pittsburg, Allegheny and Manchester Traction,		732,796 76	1,407,402 30	1,423,698 98	1,487,005 43
Pittsburg and Birmingham Passenger,	181,372 88		180,240 12	180,240 12	180 240 12
Pittsburg and Birmingham Traction,			1,600,865 10	1,624,267 07	1,629,738 32
Pittsburg, Oakland and East Liberty,		190,107 83	190,107 83	190,107 83	190,107 83
Pittsburg, Neville Island and Coraopolis,					112,397 14
Pittsburg Traction Island,	2,628,586 59	1,445,331 69	1,437,020 24	1,444,986 54	1,465,000 24
Pittsburg Incline Plane,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Pittsburg Union,	131,155 44				
Pittsburg and West End,	164,042 76	188,231 83	244,911 90	592,474 55	647,971 85
Pittston,	10,000 00	10,000 00	32,500 00	10,038 50	12,292 48
Pittston, Moosic and Pleasant Valley,				1,400 00	
Plymouth,				400 00	
Pottstown,				62,482 70	83,444 03
Punxsutawney,				36,770 42	36,990 42
Reading City,	392,923 71	445,287 55	469,701 39	477,977 20	477,977 20
Reading and South Western,			139,544 84	144,943 54	154,427 65
Reading Traction,				44,753 34	403,561 37
Ridge Avenue,	582,963 50	584,811 00	584,811 00	584,811 00	584,811 00
Ringing Rocks,					30,443 35
Saint Clair Incline,	75,000 00	75,000 00	225,000 00	225,000 00	225,000 00
Schuylkill Electric,				226,070 57	237,826 44
Schuylkill River,	47,463 54		47,463 54	47,463 54	47,463 54
Scranton,			150,000 00	150,000 00	150,000 00
Scranton Suburban,	321,477 23	312,720 36	312,720 36	312,720 36	
Scranton Traction,				2,767,401 01	3,022,747 08
Scranton and Carbondale Traction,					650,000 00
Second Avenue Traction,					400,333 38
Second Avenue,	412,050 95	496,344 96	534,057 14	609,347 32	
Second and Third Streets,	952,827 56	967,511 86	974,621 24	1,023,311 08	1,030,613 47
Seventeenth and Nineteenth Streets,			235,435 80	235,435 80	201,953 16
Shamokin,			63,501 36	77,509 08	86,037 84
Shenango Valley,				211,439 64	211,429 64
South Side, Pittsburg,	81,851 13		81,851 13	81,851 13	81,851 13
Stroudsburg,	24,627 84	24,626 00	24,627 78	46,400 00	46,400 00
Sunbury and Northumberland,		120,000 00		159,380 23	154,832 50
Thirteenth and Fifteenth Streets,	338,566 85	338,566 86	343,181 59	343,181 59	330,435 54
Troy Hill Incline Plane and Bridge Company,	286,471 94	295,738 27	295,738 27	286,471 94	286,471 94
Troy Hill Passenger Railway,		57,000 00			
Twenty-Second Street and Allegheny Avenue, Philadelphia,			209,226 98		
Union, Philadelphia,			1,338,028 96	1,338,028 96	4,717,507 57
Union, Chester, Pa.,		26,123 77	38,128 69	383,158 45	300 000 00
Uniontown,		58,000 00	98,000 00	98,000 00	98,000 00
Valley,					178,723 98
Vallamont,					33,256 43
Versailles Traction,				6,610 19	17,900 00
Warren,			4,743 10	18,044 50	25,867 01
Washington Electric,			62,170 43	62,382 18	
West Chester,			110,543 12	117,546 81	117,546 81
West End,	6,226 08	144,632 20	248,576 45	258,208 41	
West Philadelphia,			2,252,572 79		2,328,777 05
West Pittston and Wyoming,				1,000 00	

COMPARATIVE STATEMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1993-94.
White Electric Traction	. . . . .	. . . . .	$90,400 00	$102,240 69	$107,240 17
Wilkinsburg and East Liberty,	15,777 84	. . . . .	. . . . .	. . . . .	. . . . .
Williamsport	142,842 59	145,736 00	354,021 12	386,622 87	401,355 55
Wilkes-Barre and Kingston,	94,833 37	. . . . .	. . . . .	100 000 00	100,000 00
Wilkes-Barre and Suburban,	91,355 47	113,046 95	125,354 05	. . . . .	140,000 00
Wilkes-Barre and Wyoming Valley Traction	. . . . .	. . . . .	6,500 000 00	6,618,883 67	6,485,206 43
Wissahicken	. . . . .	. . . . .	. . . . .	. . . . .	125,997 80
York,	58,942 67	74,343 10	76,151 63	172,387 04	210,249 99
Totals	$17,804,135 61	$19,945,127 13	$41,636,011 20	$50,734,005 30	$54,841,190 47

* Fractional part of year only.

† Included in report of Millvale Passenger Railway Company.

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown					
Allentown and Lehigh Valley Traction	447,670	279,220			
Allentown and Bethlehem Rapid Transit					678,158
Allegheny Traction			1,881,409	3,292,003	
Altoona and Logan Valley Electric					463,033
Beaver Valley Traction				34,363	1,326,071
Bellevue and Pittsburgh	484,372	491,540		1,312,590	1,196,641
Braddock Electric			917,987		
Braddock and Turtle Creek			29,557	60,924	
Bradford and Kendall				438,551	
Carbon County Electric	99,464	89,589	16,604	86,494	
Carbondale Traction.†					162,175
Central Traction				374,599	633,504
Chelton Avenue		3,049,852	3,444,512	3,926,531	3,609,261
Chester				263,495	318,388
Citizens', Philadelphia	1,101,840	491,916			
Citizens', Norristown	7,578,836	7,373,044	4,956,434		
Citizens', Steelton	267,194	255,965	219,507	238,914	363,316
Citizens', Harrisburg				211,687	
Citizens', McKeesport					841,621
Citizens', Traction				45,931	202,161
City Altoona	10,832,192	12,547,868	13,009,998	14,549,850	13,823,145
Coalville	427,680	503,152	1,168,684	1,532,279	1,144,101
College and Grand View Electric	157,418	168,638			
Colnmbia and Donegal					25,709
Columbia and Ironville*					153,658
Connellsville, New Haven and Leisenring				120,809	86,659
Dnquesne Traction			210,240	347,352	284,409
Delaware County and Philadelphia Electric		408,861	5,417,348	6,889,970	6,579,510
Dnbois Traction					27,406
East End. Williamsport.*			161,830	231,088	144,990
East End					2,901
East Harrisburg					91,402
East Reading.*	1,041,978	1,370,659	2,701,202	3,523,357	3,679,709
Easton Transit	194,935	383,740	444,909	342,779	
Easton, South Easton and West End				629,779	2,073,828
Electric Traction	300,286	327,872	337,396		
Erie City Electric					41,040,348
Erie Electric Motor	1,553,718	2,345,655	2,946,467	5,035,482	
Federal Street and Pleasant Valley					3,115,865
Fort Pitt Incline Plane	4,683,900	6,819,150	7,703,949	7,942,480	7,456,871
Forty-third Street and Bloomfield Street,†	284,829	232,872	168,782	176,617	135,090
Frankfort and Southwark					
Gettysburg	15,078,276	16,252,191	16,683,044	23,837,117	
Greensburg and Hempfield Electric					158,247
Greenfield Avenue		154,686	202,182	204,016	195,074
				173,024	

* For fractional part of a year only.

† Included in report of Millvale.

COMPARATIVE STATEMENT OF PASSENGERS (ALL CLASSES) CARRIED IN CARS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Hanover and McSherrytown,					109,294
Harrisburg City,	860,580	757,013			
Hestonville, Mantua and Fairmount,	6,429,672	6,439,684	6,423,903	6,688,055	6 043,230
Johnstown,		400,157	1,721,041	2,206,140	1,803,948
Lancaster City,	266,660	521,793	673,804	734,162	
Lancaster and Millersville,	61,441	66,927			
Lancaster Traction Company,*				580,360	1,186,642
Lebanon and Annville,			568,310	738,750	840,844
Lehigh Avenue,	66,640				1,432,007
Lehigh Traction,					1,255,513
Lombard and South Streets,	7,184,720	7,455,454	7,367,176	7,464,397	
Manayunk and Roxboro' Incline,	320,768				297,675
Mahanoy City, Shenandoah, Girardsville and Ashland,			99,618		
McKeesport and Wilmerding,					209,583
Millvale,			66,548	196,148	196,115
Monongahela Inclined Plane,	1,150,339	1,248,794	1,427,195	1,588,991	
Mount Oliver Incline,	1,269,668	1,053,461			1,289,703
New Brighton Electric,		106,728			
New Castle Electric,			175,151	206,482	194,070
Norristown,	183,783	180,604	168,348	204,560	
Norristown, Bridgeport and Conshocken Traction,					169,652
Nunnery Hill Incline Plane,	142,223	190,786	215,502	275,572	196,695
Oil City,					135,986
Pennsylvania Traction,					784,557
Pennsylvania Motor Company,	143,958	163,031	168,408	239,205	379,995
People's, Philadelphia,	33,089,348	34,176,367	34,073,930	32,967,681	28,722,705
People's, Scranton,	2,173,493	2,253,130	3,616,540		
People's, Beaver Falls,					348,478
People's Electric, Rochester, Pa.,					
Philadelphia and Gray's Ferry,	2,896,996	1,269,135		344,171	
Philadelphia Traction,	63,368,712	69,470,486	80,015,773	97,928,397	102,142,479
Pittsburgh, Allegheny and Manchester Traction Company,	4,928,090	5,789,510	7,627,138	9,646,946	8,666,677
Pittsburgh and Birmingham,	1,437,932				
Pittsburgh and Birmingham Traction,	2,762,925	4,843,039	6,139,183	6,875,378	5,862,024
Pittsburgh Traction,	8,229,809	8,649,788	9,027,033	8,364,852	8,314,057
Pittsburgh, Neville Island and Coraopolis,					44,354
Pittsburgh Incline Plane,			536,972		
Pittsburgh Union,	1,487,560				
Pittsburgh and West End,	1,412,453	1,854,836	1,858,394	2,528,177	3,081,531
Pittston,	103,603	106,727	111,494	115,442	102,488
Pottstown,*				29,377	523,012
Punxsutawney,				222,497	121,158
Reading City,	2,981,044	3,338,505	3,817,237	2,972,413	
Reading and South Western,			307,803	422,370	368,863
Reading Traction,				1,117,935	4,056,223
Ridge Avenue,*	7,280,643	7,423,642	7,576,898	1,315,509	
Ringing Rocks,					319,314
Saint Clair Incline,	327,693	394,897	442,685	469,438	316,239

Schuylkill Electric,				855,336	677,597
Scranton Traction,*				2,289,135	6,347,596
Scranton Suburban,	814,910	788,733			
Scranton and Carbondale Traction,					408,920
Second Avenue Traction,					3,924,162
Second Avenue,	686,996	1,808,993	1,901,252	2,363,962	
Second and Third Streets,	11,156,252	11,247,562	11,744,260	12,095,368	
Shamokin,			247,920	264,200	322,613
Shenango Valley,				216,315	289,245
South Side, Pittsburgh,	213,429				
Stroudsburg,	48,916	52,652	52,534	104,006	104,584
Sunbury and Northumberland Electric,		171,452		217,728	245,285
Thirteenth and Fifteenth Streets,	10,328,747	9,594,008	4,872,735		
Troy Hill Passenger Railway Company,		125,002			
Union, Chester, Pa.,		502,129	1,077,770	1,491,287	12,746,868
Uniontown,		34,459	198,766	323,718	214,310
Vallamont,					165,463
Versailles Traction,					82,370
Warren,					248,761
Washington Electric,		33,717	286,306	265,344	
West Chester,				236,074	248,852
West End, Lancaster,*	83,744	95,956	703,183	435,764	
White Electric Traction,*			197,386	211,523	214,471
Williamsport,	227,884	487,454	911,460	1,418,635	1,396,347
Wilkes Barre and Kingston,	337,630	272,876			
Wilkes-Barre and Suburban,	318,874	489,885	735,229		
Wilkes-Barre and Wyoming Valley Traction,			423,169	3,067,597	4,342,524
Wissahicken,					283,697
York,	292,893	375,290	424,109	663,643	845,325
Total,	219,506,616	237,781,172	260,655,224	288,787,020	302,334,449

* For fractional part of a year only.

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown,	$26,164 52	$21,218 75	$9,558 87		
Allentown and Bethlehem Rapid Transit,			99,074 94	$166,458 88	$157,467 77
Allentown and Lehigh Valley Traction,					32,629 40
Allegheny Traction,					26,982 49
Altoona and Logan Valley Electric,*				3,241 81	65,672 67
Beaver Valley,	24,375 06	25,128 08			
Beaver Valley Traction,			46,079 67	65,581 59	64,119 24
Bethlehem and Allentown,			4,570 79		
Bethlehem and South Bethlehem,			9,583 25		
Braddock Electric,*			1,470 50	2,989 15	
Braddock and Turtle Creek,			16,266 58	20,169 65	
Bradford and Kendall,	5,155 38	4,371 42	885 40	4,543 73	3,577 09
Carbon County Electric,					8,057 80
Carbondale Traction,				44,752 01	31,000 47
Catharine and Bainbridge,		9,000 00	9,000 00	9,000 00	
Central Traction,		181,319 10	169,231 67	187,379 24	167,024 02
Chelten Avenue,				12,938 20	15,615 59
Chester,	49,923 61	24,495 76			
Citizens', Philadelphia,	347,147 00	338,819 23	253,189 23		
Citizens', Norristown,	12,394 62	12,947 05	11,319 45	12,133 05	17,596 06
Citizens', Harrisburg,					33,756 69
Citizens', Steelton,				10,247 85	
Citizens', McKeesport,*				2,129 55	
Citizens', Traction,	646,986 04	639,377 87	664,004 84	722,087 75	644,100 37
City, Altoona,	21,251 81	24,774 89	79,866 70	86,213 58	54,218 36
Coalville,	11,874 61	12,455 05			
College and Grand View Electric,					1,285 45
Continental,	120,000 00	120,000 00	120,000 00	120,000 00	
Columbia and Donegal,					12,292 80
Columbia and Irenville,				5,168 71	5,887 74
Connellsville, New Haven and Leisenring,			10,592 61	18,134 75	14,313 35
Delaware County and Philadelphia Electric,					1,370 30
DuBois Traction,			7,870 59	11,341 75	7,313 87
Duquesne Traction,		20,129 86	283,399 35	369,640 34	346,890 36
East End,					4,575 85
East Harrisburg,	54,692 78	135,349 35	359,824 41	356,402 56	363,272 98
East Reading,*	9,492 60	18,329 22	21,036 55	16,140 58	
Easton, South Easton and West End,	31,182 48	16,801 69	19,228 49		
Easton Transit,					85,102 58
Easton Transit Company,				43,294 53	
East End, Williamsport,*				997 65	
Electric Traction,					1,900,606 08
Empire,			313,764 88	44,965 06	
Erie City Electric,	75,147 00	112,136 73	136,492 62	155,685 17	
Erie Electric Motor,					139,835 85
Federal Street and Pleasant Valley,	231,379 03	361,805 48	397,472 32	407,203 91	383,552 21

* For fractional part of a year only.

Fort Pitt Incline Plane,	9,712 60	9,111 55	7,297 46	7,116 95	5,447 15
Frankford and Southwark,	699,108 77	721,141 46	758,053 05	1,143,908 86	
Germantown,				152,375 00	
Gettysburg Electric					9,651 83
Green and Coates Streets,			62,578 13	61,251 07	
Greensburg and Hempfield Electric,		7,970 29	10,646 13	10,537 74	9,828 14
Greenfield Avenue,			205 08	3,797 55	
Hanover and McSherrytown,					5,545 86
Harrisburg City,	45,653 06	38,783 38	15,934 85	15,777 00	
Hestonville, Mantua and Fairmount,	336,301 25	326,781 87	316,099 78	330,646 58	302,684 17
Johnstown,		20,009 95	291,416 77	251,722 31	134,723 93
Lancaster City,*	30,341 73	99,183 05	67,564 58	87,834 71	
Lancaster Traction,*				75,176 93	83,898 09
Lancaster and Millersville,	11,586 74	10,012 60			
Lebanon and Annville,			24,400 25	35,793 30	39,903 33
Lehigh Avenue,	3,331 96		42,307 44	41,657 15	43,692 82
Lehigh Traction,					53,061 09
Lombard and South Streets,	287,086 34	312,164 18	312,343 24	308,262 96	
Manayunk and Roxboro' Incline,	18,792 35	20,311 81	21,507 15	22,144 21	17,174 44
Mahanoy City, Shenandoah, Girardsville and Ashland,			5,972 79		
McKeesport and Wilmerding,					12,368 44
Millvale,			1,964 58	5,845 65	5,915 50
Monongahela Inclined Plane,	51,586 98	57,745 53	49,055 34	48,651 21	43,152 44
Mount Oliver Incline,	54,640 00	32,917 41	3,150 00	6,300 00	
New Castle Electric,		4,883 82	8,339 37	9,735 80	9,354 50
Norristown,	9,367 84	9,181 30	8,905 78	10,013 94	
Norristown, Bridgeport and Conshohocken Traction,					12,359 29
Nunnery Hill Incline Plane,	4,586 54	4,611 70	5,508 71	6,703 10	5,126 82
Oil City,					6,737 57
Pennsylvania Traction,					57,393 54
Pennsylvania Motor Company,	7,263 36	8,514 01	9,090 17	12,411 88	14,923 15
People's, Philadelphia,	1,195,371 28	1,208,807 45	1,234,104 08	1,213,153 27	1,044,157 79
People's, Scranton,	108,652 14	116,187 40	174,873 40		
People's, Beaver Falls,					17,423 90
People's, Electric, Rochester, Pa.,				17,208 55	
Perry Street,		6,250 10			
Philadelphia City,	147,751 46	152,773 75	152,784 29	152,786 96	
Philadelphia and Darby,	50 00	50 00	50 00	50 00	
Philadelphia and Gray's Ferry,	141,423 34	65,014 64	44,435 56	44,751 05	
Philadelphia Traction,	3,259,128 70	3,551,035 02	4,079,773 09	4,972,552 02	5,183,657 27
Pittsburgh, Allegheny and Manchester Passenger Railway Company,	258,803 31	31,411 30	37,600 00	200 00	
Pittsburgh, Allegheny and Manchester Traction Company,		301,445 90	442,619 89	598,820 62	478,500 96
Pittsburgh and Birmingham Passenger,	74,946 60		24,000 00	12,000 00	
Pittsburgh and Birmingham Traction,	140,834 11	243,702 98	356,222 55	364,452 00	
Pittsburgh, Oakland Island and East Liberty,					282,335 20
Pittsburgh, Neville Island and Coraopolis,					2,594 98
Pittsburgh Traction,	387,442 91	423,968 94	368,105 21	429,216 56	431,433 80
Pittsburgh Incline Plane,		40,272 87	29,158 31	15,000 00	
Pittsburgh Union,	73,851 21		6,281 26	62 52	
Pittsburgh and West End,	87,186 91	110,969 23	93,767 13	122,204 03	144,602 90
Pittston,	5,478 20	5,713 12	5,870 50	5,772 10	5,176 42
Pottstown,*				1,504 10	22,301 03
Punxsutawney,				11,307 14	6,104 42
Reading City,*	170,973 26	227,188 38	280,642 06	127,891 44	
Reading and South Western,			19,214 68	26,500 65	22,385 46
Reading Traction*,				44,332 08	157,017 17
Ridge Avenue,	361,528 19	368,014 99	375,685 16	65,232 28	

COMPARATIVE STATEMENT OF RECEIPTS FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Ringing Rocks,					$615 22
Saint Clair Incline,	$17,512 75	$21,022 55	$21,582 40	$20,733 84	13,552 25
Schuylkill Electric,				40,172 92	33,571 17
Scranton,			6,000 00	6,000 00	
Scranton Suburban,	65,219 70	38,885 69	16,000 00	16,000 00	
Scranton Traction,				129,794 97	247,767 54
Scranton and Carbondale Traction,					20,446 00
Second Avenue,	33,618 45	88,492 45	93,487 62	111,804 07	
Second Avenue Traction,					174,551 78
Second and Third Streets,	576,413 90	565,167 51	591,271 58	723,599 12	
Seventeenth and Nineteenth Streets,	15,000 00	15,000 00	15,000 00	15,000 00	
Shamokin,			14,060 14	16,995 57	21,360 82
Shenango Valley,*				11,185 75	14,817 06
South Side, Pittsburgh,	10,671 46				
Stroudsburg,	4,972 08	4,937 94	5,000 93	5,198 09	5,429 25
Sunbury and Northumberland Electric,		8,717 89		30,202 21	42,608 46
Thirteenth and Fifteenth Streets,	515,066 52	483,001 99	242,930 12	180,000 00	
Troy Hill Incline Plane and Bridge Company,	13,368 37	15,217 01	16,284 89	16,619 77	13,784 05
Troy Hill Passenger Railway Company,		6,250 10			
Union, Philadelphia,	285,000 00	285,000 00	285,000 00	285,000 09	
Union, Chester,		24,932 16	54,705 92	80,440 30	128,418 68
Uniontown,		1,760 00	9,927 19	16,117 20	10,686 32
Vallamont,					7,872 79
Versailles Traction,					20,559 25
Warren,					12,081 00
Washington Electric,		1,676 10	15,186 00	11,565 49	
West Chester,			11,502 35	19,984 56	18,542 02
West End, Lancaster,*	4,330 54	191,204 10	153,440 51	52,663 59	
West Philadelphia,	150,000 00	150,009 00	150,000 00	150,000 00	
White Electric Traction,*			9,867 32	10,576 15	10,723 57
Williamsport,	24,016 47	24,140 43	48,820 45	67,657 55	64,862 75
Wilkes-Barre and Kingston,	32,280 98	27,288 04			
Wilkes-Barre and Suburban,	19,186 98	26,028 95	37,017 15		
Wilkes-Barre and Wyoming Valley Traction,			20,871 32	246,172 43	352,018 55
Wissahicken,					15,941 34
York,	40,629 62	18,118 28	20,439 57	32,603 10	41,456 50
Totals,	$11,457,215 50	$12,631,433 60	$14,629,704 93	$16,067,676 00	$14,536,476 00

*For fractional part of a year only.

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Allentown,	$21,253 93	$21,726 84			
Allentown and Bethlehem Rapid Transit,			$58,691 34	$104.986 31	$113,232 42
Allentown and Lehigh Valley Traction,					38,563 78
Allegheny Traction,					31,099 63
Altoona and Logan Valley Electric,*				1,142 20	26.460 51
Beaver Valley,	19,237 88	22,558 36			
Beaver Valley Traction,			36,253 21	45,416 62	50,071 05
Braddock Electric,		300 00	2.470 99	8,979 02	
Braddock and Turtle Creek,			12,945 48	17,967 16	
Bradford and Kendall,	5,141 05	4,620 20	805 76	4,247 78	3,967 77
Carbon County Electric,					11.034 67
Carbondale Traction,*				22,196 51	19,537 59
Central Traction,		112,500 02	114,760 39	174,677 09	149,197 45
Chelton Avenue,				13,470 28	15,089 26
Chester,	33,730 32	16,234 25			
Citizens', Philadelphia,	188,449 41	196,644 86	162,374 97		
Citizens', Norristown,	13,090 46	13,181 30	12,050 57	11,191 83	10,905 31
Citizens', Harrisburg,					26,920 69
Citizens', Steelton,				10,846 05	
Citizens', McKeesport,				1,104 80	8,591 74
Citizens', Traction,	308,912 96	367,215 77	364,234 67	387,638 20	361,193 88
City, Altoona,	17,362 20	19,083 71	36.000 19	49,562 29	42,812 76
Coalville,	9,675 13	8.342 04			
College and Grand View Electric,					2.154 73
Columbia and Donegal,					12.352 80
Columbia and Ironville,*				4.932 72	6,688 49
Connellsville, New Haven and Leisenring,			7.687 15	14,441 73	14,956 12
Delaware County and Philadelphia Electric,					1.226 86
Du Bois Traction,			8,413 72	6,515 00	6,735 57
Duquesne Traction,			257,878 32	256,004 50	223,958 96
East End,					7,087 47
East End, Williamsport,				870 70	
East Harrisburg,	30.057 23	32,890 46	100,169 01	114,200 05	125,260 12
East Reading,*	6,144 55	11,025 31	8,556 95	10,226 57	
Easton, South Easton and West End,	14,162 03	13.545 92	17.305 33		
Easton Transit,				35,762 35	62,021 67
Electric Traction,					1,120,026 11
Erie Electric Motor,	48.201 62	86.157 30	95,781 48	113.305 36	131,640 71
Federal Street and Pleasant Valley,	153.644 97	235,287 10	273,360 08	312,326 45	264,767 23
Fort Pitt Incline Plane,				5,539 21	4.948 02
Forty-third Street and Bloomfield Street,†		240 00			
Frankford and Southwark,	423,875 44	461,348 02	452,514 31	706,510 95	
Gettysburg,					2.516 08
Greensburg and Hempfield Electric,		4.824 51	11,703 65	10,120 69	7,706 53
Hanover and McSherrytown,					3,254 13
Harrisburg City,	39,440 97	32.087 65			
Hestonville, Mantua and Fairmount,	260,967 22	278.058 79	250,162 08	286,073 48	222 494 28

* For fractional part of year only. † Included in report of Millvale.

COMPARATIVE STATEMENT FOR FIVE YEARS—CONTINUED.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Johnstown,		$10,430 97	$37,851 80	$54,518 90	$50,626 06
Lancaster City,	$11,187 78	19,910 34	23,789 01	30,837 99	
Lancaster and Millersville,	4,461 66	5,216 20			
Lancaster Traction Company,*				20,878 45	
Lebanon and Annville,			19,560 69	27,505 48	
Lehigh Avenue,	4,444 82		43,739 45	50,068 64	55,130 57
Lehigh Traction,					31,603 26
Lombard and South Streets,	184,108 58	210,207 95	196,885 02	210,117 59	
Manayunk and Roxboro' Incline,	17,867 20	17,936 71	18,218 13	20,972 01	18,659 33
Mahanoy City, Shenandoah, Girardsville and Ashland,			14,167 42		
McKeesport and Wilmerding,					7,189 64
Middletown, Highspire and Steelton,			201 75		
Millvale,	305 00	240 00	3,501 61		5,891 68
Monongahela,				5,344 65	
Monongahela Inclined Plane,	19,236 50	19,405 21	17,860 15	19,245 13	17,663 71
Mount Oliver Incline,	26,585 81	28,640 12			
New Castle Electric,		4,181 96	6,813 08	8,726 04	10,426 89
Norristown,	8,375 22	9,004 10	8,433 63	9,762 35	
Norristown, Bridgeport and Conshohocken Traction,					5,705 30
Nunnery Hill Incline Plane,	2,879 35	3,513 74	3,124 21	4,631 47	3,290 85
Oakmont and Verona Traction,		84 40			
Oil City,					10,638 76
Pennsylvania Motor Company,	3,425 28	370 00	1,005 00		
People's, Philadelphia,	723,462 46	727,367 88	714,901 75	740,032 32	673,479 34
People's, Beaver Falls,					10,055 86
People's, Scranton,	71,365 58	82,880 25	118,032 12		
People's Electric, Rochester, Pa.,				10,111 84	
Philadelphia and Gray's Ferry,	96,135 29	57,099 07			
Philadelphia Traction,	2,120,761 10	2,355,185 86	2,716,392 88	3,227,243 19	3,415,516 40
Pittsburg, Allegheny and Manchester Traction Company,	172,689 02	253,866 55	284,598 56	274,687 54	246,616 86
Pittsburg and Birmingham,	38,751 47				
Pittsburg and Birmingham Traction,	78,806 60	122,622 76	168,659 42	171,874 06	154,613 55
Pittsburg, Neville Island and Coraopolis,					2,857 53
Pittsburg Traction,	189,268 65	231,853 19	256,937 84	265,784 49	265,454 13
Pittsburg Incline Plane,		13,150 00			
Pittsburg Union,	73,756 05				
Pittsburg and West End,	59,064 50	71,515 79	74,021 56	72,726 63	72,920 21
Pittston,	4,594 09	4,957 71	2,956 40	3,616 96	3,070 20
Pottstown *				712 63	16,128 55
Punxsutawney,				6,141 80	5,162 41
Reading City,	91,077 51	118,520 03	120,013 33	82,245 81	
Reading and South Western,			17,633 97	25,009 94	19,187 24
Reading Traction, *				30,898 03	120,410 61
Ridge Avenue,	207,051 27	215,835 07	217,302 88	*38,345 91	
Ringing Rocks,					588 59
Saint Clair Incline,	10,395 34	11,064 13	12,237 63	11,818 89	10,156 90
Schuylkill Electric,				45,701 74	48,260 16
Scranton Traction,				74,837 44	140,080 24
Scranton and Carbondale Traction,					8,523 00

Scranton Suburban,	28,527 27	27,175 00					
Second Avenue Traction,	22,176 17	61,094 94	63,581 73		71,686 14		105,252 34
Second Avenue,	334,741 46	357,053 90	392,569 04		357,014 23		
Second and Third Streets,			10,954 06		17,508 61		15,704 73
Shamokin,					6,936 50		12,324 79
Shenango Valley,	5,564 09						
South Side, Pittsburg,	4,164 36	4,316 00	4,258 55		3,489 00		4,832 49
Stroudsburg,		11,727 34			16,200 31		15,786 55
Sunbury and Northumberland Electric,	275,280 98	280,056 68	145,746 18		7,203 99		8,036 75
Thirteenth and Fifteenth Streets,	7,507 70	10,165 13	8,037 95		59,798 52		89,614 66
Troy Hill Incline Plane and Bridge Company,		15,434 85	32,599 30		9,473 81		8,316 72
Union, Chester, Pa.,			6,550 00				10,450 87
Uniontown,							2,287 98
Vallamont,							5,285 15
Versailles Traction,		1,308 03	12,805 52		10,994 17		
Warren,			9,832 48		14,983 45		13,838 55
Washington Electric,	3,635 24	4,301 79	23,264 91		23,121 85		
West Chester,			4,956 50				2,664 82
West End, Lancaster,	14,560 29	18,024 82	33,232 95		50,048 15		49,645 93
White Electric Traction,	15,432 17	14,825 52					
Williamsport,	14,026 95	14,497 13	29,682 09		60,407 25		163,232 30
Wilkes-Barre and Kingston,			10,001 46				15,442 77
Wilkes-Barre and Suburban,					26,138 13		33,122 07
Wilkes-Barre and Wyoming Valley Traction,	10,255 76	16,441 89	17,709 80				
Wissahickon,							
York,							
Totals,	$6,549,275 94	$7,369,945 42	$8,188,745 96		$9,040,067 43		$9,117,206 69

* For fractional part of year only.

COMPARATIVE STATEMENT OF ACCIDENTS FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.		1890-91.		1891-92.		1892-93.		1893-94.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Allegheny Traction									1	1
Allentown and Bethlehem Rapid Transit					1	9	1	25		
Altoona and Logan Valley Electric								8	1	3
Beaver Valley	1									
Beaver Valley Traction						3		5	1	3
Braddock Electric					1					
Braddock and Turtle Creek					2	5		1		
Carbon County Electric										2
Carbondale Traction								1	2	
Central Traction			1	8	3	6	6	18		7
Chester		2								
Citizens', Harrisburg									1	4
Citizens', Steelton								1		
Citizens', Traction	5	47	6	21	2	2	2	3	2	10
City, Altoona						7	1	3		5
Coalville										
Connellsville, New Haven and Leisenring					1		5			
Columbia and Donegal										1
Columbia and Ironville									1	
Duquesne Traction			2	3		4	5	10	5	23
DuBois Traction								1		
East Harrisburg								4	3	10
East Reading		3								
Easton Transit										6
Easton Traction Company							1	5		
Erie City Electric		11	1			6	1	13		
Erie Electric Motor										2
Federal Street and Pleasant Valley	2	1	2		3	2	2	7	1	5
Frankford and Southwark	2	10				9	2	11		
Greenfield Avenue								1		
Greensburg and Hempfield Electric										1
Harrisburg City		3								
Hestonville, Mantua and Fairmount		5		10		9		8	1	6
Johnstown						3				
Lancaster City		1		2	1	1				
Lancaster Traction								2		
Lebanon and Annville						2		2	1	1
Lehigh Avenue		1			1					
Lehigh Traction									3	42
Lombard and South Streets	1	4		9	1	17	1	12		
Millvale								1		

New Castle Electric,				1						
Pennsylvania Motor Company,				1		3				
People's, Philadelphia,	2	9		25	1	40	6	33	5	93
People's Scranton,	1	9		8	3	10		*		
Philadelphia Traction,					9	135	8	133	16	144
Pittsburg, Allegheny and Manchester,		1	1	4	3	67	5	4	5	14
Pittsburg and Birmingham Traction,		1	2		6		13	4	5	4
Pittsburg Traction,	4	4	4	10	3	27	1	19	4	42
Pittsburg Union,	1	3								
Pittsburg and West End,		1					4	3	5	5
Pittston,				1						
Reading City,	1		1	2		2		4		
Reading Traction,									1	3
Reading and South Western,						1	1			1
Schuylkill Electric,							2	1	2	4
Scranton Traction,							2	14	2	28
Scranton Suburban,		1		2						
Second Avenue,				12		11	3	6		
Second Avenue Traction,									7	22
Shamokin,					1			1		3
Shenango Valley,							1		1	1
Troy Hill Incline Plane and Bridge Company,		1								
Union, Chester, Pa.,			1	1		2	1	27	2	21
Washington Electric,						2		1		
West Chester,							1			
West End,								1		
Williamsport,				1			1			
Wilkes-Barre and Suburban,						4				
Wilkes-Barre and Wyoming Valley Traction,									5	94
Wissahickon,										2
York,								2	1	1
Totals,	20	118	22	121	44	393	73	392	84	624

TABULATED RESULTS

COMPILED FROM CANAL REPORTS.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount now paid in of capital stock.	Total amount of funded debt.	Total amount of floating debt.	Total amount of funded and floating debt.
Delaware and Hudson,	Unlimited.	$50,000,000 00	$9,829,000 00	. . . . .	$9,829,000 00
Delaware Division,	$2,400,000 00	1,633,350 00	800,000 00	. . . . .	800,000 00
Lehigh Coal and Navigation,	Unlimited.	14,366,650 00	14,999,250 00	. . . . .	14,999,250 00
Monongahela Navigation,	Unlimited.	1,681,000 00	250,000 00	$289 50	250,289 50
Pennsylvania,	5,000,000 00	1,501,200 00	2,534,000 00	. . . . .	2,534,000 00
Schuylkill Navigation,	Unlimited.	3,993,202 00	8,494,872 86	. . . . .	8,494,872 86
Susquehanna,	Unlimited.	2,002,746 00	2,901,310 58	589,511 51	3,490,822 09
Totals,	$7,400,000 00	$58,147,206 00	$39,808,433 44	$589,801 01	$40,398,240 45

TABLE B.—CHARACTERISTICS OF CANALS.

Name of Company.	Cost of canal and fixtures.	Length of main line of canal.	Number of branch or leased canals.	Width at top water line.	Width on bottom.	Depth of water.	Number of basins.	Number of locks.	Number of weigh locks	Number of bridges.	Number of dams.	Number of miles of slack water.	Number of boats owned by the company.	Value of real estate held by the company, exclusive of canal.
				Feet.	*Feet.*									
Delaware and Hudson,	$6,139,210 49	108	. . .	48	32	6	41	132	2	136	40	3	664	. . . . .
Delaware Division,	2,433,350 00	60	. . .	44	26	6	4	33	. . .	88	. . .	. . .	. . .	$5,000 00
Lehigh Coal and Navigation,	2,052,322 71	48	1	60 to 100	45	6	4	58	1	10	9	12	133	200,000 00
Monongahela Navigation,	1,960,264 97	86	. . .	. . . . .	. . . . .	6	7	11	. . .	. . .	7	86	3	. . . . .
Pennsylvania,	. . . . .	144	1	50 to 60	32 to 40	6	25	71	2	318	8	13	229	. . . . .
Schuylkill Navigation,	12,464,600 36	108	1	60 to 300	40	6	6	71	17	120	30	48	. . . .	. . . . .
Susquehanna,	5,452,018 66	45	. . .	50	30	6	2	42	. . .	18	4	2	. . . .	. . . . .
Total,	$30,501,767 19	599	3	. . . . .	. . . . .	. . .	49	418	21	680	98	164	1,089	$205,000 00

TABLE C.—TONNAGE, EXPENSES AND RECEIPTS.

NAME OF COMPANY.	TONNAGE.		EXPENSES.			RECEIPTS.
	Number of tons of through freight on main line.	Gross amount of tonnage including branches and leased canals.	Maintaining the canal or real estate of the corporation.	Operating the canal.	Total.	Total.
Delaware and Hudson,	692,496	980,814	$211,522 30	. . . . .	$211,522 30	$52,146 41
Lehigh Coal and Navigation,	. . . . .	397,786	86,865 83	$69,231 66	156,097 49	2,224,826 62
Monongahela Navigation,	. . . . .	. . . . .	. . . . .	. . . . .	248,345 31	252,945 05
Pennsylvania,	. . . . .	302,868	68,882 53	. . . . .	156,426 10	109,740 68
Schuylkill Navigation,	. . . . .	63,312	24,339 34	87,543 57	38,672 36	41,805 70
Susquehanna,	. . . . .	49,758	10,421 88	14,333 02	15,124 65	7,725 08
Total,	692,496	1,794,538	$402,031 88	4,702 66	$826,188 11	$2,689,189 54
				$175,810 91		

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF CAPITAL STOCK PAID IN.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1883-94.
Delaware and Hudson,	$24,500,000 00	$30,000,000 00	$30,000,000 00	$30,000,000 00	$30,000,000 00
Delaware Division,	1,633,350 00	1,633,350 00	1,633,350 00	1 633,350 00	1,633,350 00
Lehigh Coal and Navigation,	14,314,700 00	14,315,850 00	14,366,650 00	14,366,650 00	14,366,650 00
Monongahela Navigation,	1,631,700 00	1,647,650 00	1,648,050 00	1,648,650 00	1,681,000 00
Pennsylvania,	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00	4,501,200 00
Schuylkill Navigation,	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00	3,962,262 00
Susquehanna,	2,002,746 00	2,002,746 00	2,002,746 00	2,002,749 00	2,002,746 00
Totals,	$52,545,958 00	$58,063,058 00	$58,114,258 00	$58,114,858 00	$58,147,208 00

COMPARATIVE STATEMENT FOR FIVE YEARS.—AMOUNT OF FUNDED AND FLOATING DEBT.

NAME OF COMPANY.	1889-80.	1890-91.	1891-92.	1892-93.	1893-94
Delaware and Hudson,	$15,378,000 00	$10,559,000 00	$9,829,000 00	. . . . .	$9,829,000 00
Delaware Division,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Lehigh Coal and Navigation,	14,661,250 00	14,783,250 00	14,969,250 00	14,999,250 00	14,999,250 00
Monongahela Navigation,	277,113 73	257,536 39	253,962 79	251,099 00	250,289 50
Pennsylvania,	2,675,000 00	2,641,000 00	2,553,000 00	2,553,000 00	2,534,000 00
Schuylkill Navigation,	10,896,872 03	8,494,872 86	8,494,872 86	8,494,872 86	8,494,872 86
Susquehanna,	2,953,723 19	2,944,829 25	2,950,919 91	2,952,405 42	3,490,828 09
Totals,	$47,641,998 95	$40,480,488 50	$39,851,005 56	$30,050,627 28	$40,398,240 45

COMPARATIVE STATEMENT FOR FIVE YEARS.—COST OF CANAL AND FIXTURES.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Delaware and Hudson,	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,339,210 49	$6,139,210 49
Delaware Division,	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00	2,433,350 00
Lehigh Coal and Navigation,	2,151,000 00	2,091,000 00	2,040,956 00	2,077,360 12	2,052,322 71
Monongahela Navigation,	1,906,284 33	1,924,115 83	1,919,115 83	1,918,629 83	1,960,264 97
Schuylkill Navigation,	12,461,600 36	12,461,600 36	12,461,600 36	12,464,600 36	12,464,600 36
Susquehanna,	4,931,345 53	4,931,345 53	4,931,345 53	4,931,345 53	5,452,018 66
Total,	$30,222,790 71	$30,180,622 21	$30,125,578 21	$30,064,496 33	$30,501,767 19

COMPARATIVE STATEMENT FOR FIVE YEARS.—GROSS AMOUNT OF TONNAGE.

NAMES OF COMPANIES.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Delaware and Hudson,	1,401,794	1,326,976	1,237,444	1,155,272	980,814
Lehigh Coal and Navigation,	567,669	603,662	556,141	458,513	397,786
Monongahela Navigation,	3,874,022	. . . . .	. . . . .	. . . . .	. . . . .
Pennsylvania,	410,904	. . . . .	377,878	340,771	302,868
Schuylkill Navigation,	182,992	144,994	111,385	70,604	63,312
Susquehanna,	64,722	32,948	40,852	38,773	49,758
Total,	6,562,103	2,108,580	2,323,700	2,063,933	1,794,538

COMPARATIVE STATEMENT FOR FIVE YEARS—EXPENSES MAINTAINING AND OPERATING THE CANAL.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Delaware and Hudson,	$251,566 47	$232,500 00	$228,325 55	$212,350 00	$211,522 30
Lehigh Coal and Navigation,	115,153 62	131,722 68	133,811 99	129,796 26	156,097 49
Monongahela Navigation,	73,117 22	89,227 66	86,529 53	100,945 58	248,345 31
Pennsylvania,	228,808 99	99,413 31	102,371 87	100,159 71	156,426 10
Schuylkill Navigation,	43,309 18	40,088 57	40,279 39	36,948 63	38,672 36
Susquehanna,	88,897 55	18,295 36	16,097 77	15,871 72	15,124 55
	$800,853 03	$611,248 38	$607,416 10	$596,071 90	$826,188 11

COMPARATIVE STATEMENT FOR FIVE YEARS—RECEIPTS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
Delaware and Hudson,	$61,039 36	$60,232 32	$57,548 27	$62,188 99	$52,146 41
Lehigh Coal and Navigation,	2,138,287 17	2,268,579 64	2,210,603 38	2,551,215 97	2,224,826 62
Monongahela Navigation,	257,665 14	254,272 36	330,401 60	236,516 30	252,945 05
Pennsylvania,	172,342 19	135,029 34	129,499 91	102,796 00	109,740 68
Schuylkill Navigation,	102,010 38	81,206 58	66,870 52	51,470 80	41,805 70
Susquehanna,	18,189 30	8,685 57	9,030 14	8,018 98	7,725 08
	$2,749,533 54	$2,808,005 81	$2,803,953 82	$3,012,207 04	$2,689,189 54

TABULATED RESULTS

COMPILED FROM

Telegraph and Telephone Reports.

TABLE A—STOCK AND DEBT.

NAME OF COMPANY.	Capital stock as authorized by law.	Total amount paid in of capital stock.	Rate per cent. of dividend.	Total amount of floating and funded debt.
American District Telegraph,	$400,000 00	$400,000 00		
American Telegraph and Telephone,		250,000 00		$1,371,837 12
Atlantic and Ohio Telegraph,	650,000 00	650,000 00		
Armstrong Telephone,	3,000 00	2,400 00		
Baltimore and Ohio Telegraph of Pennsylvania,	20,000 00	2,000 00		
Bell Telephone,		627,200 00		
Central District and Printing Telegraph,	1,000,000 00	990,000 00		90,000 00
Central Pennsylvania Telephone and Supply Company,	1,000,000 00	800,000 00	4	80,000 00
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00		
Lykens Telegraph and Telephone,	10,000 00	300 00		
McKeesport Telephone,	50,000 00	25,000 00		3,000 00
National Telegraph,	1,000,000 00	1,000,000 00		
New York and Pennsylvania Telegraph and Telepone,	1,000,000 00	1,000,000 00		
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00		
Pennsylvania Telephone,	600,000 00	599,466 67		
Philadelphia Local Telegraph,	400,000 00	400,000 00		
Philadelphia, Reading and Pottsville Telegraph,	50,000 00	20,000 00	15	200,000 00
Postal, Telegraph and Cable (of New York),	10,000,000 00	8,600,000 00		
Postal Telegraph,	50,000 00	50,000 00		
Postal Telegraph and Cable Company No. 1,	20,000 00	20,000 00		
Postal Telegraph and Cable Company No. 2,	20,000 00	20,000 00		
Postal Telegraph and Cable Company No. 3,	5,000 00	5,000 00		
Rockhill Telegraph,	3,000 00	300 00		
Royal Telegraph and Telephone,	10,000 00	1,000 00		
Western Union Telegraph,	100,000,000 00	94,820,000 00	5	15,261,134 00
Williamsport and North Branch Telephone,	4,000 00	3,950 00		
Totals,	$118,305,000 00	$112,296,616 67		$17,005,971 12

TABLE B—CHARACTERISTICS OF LINE.

NAME OF COMPANY.	Cost of line and equipments.	Length of main line in miles.	Length of main line in Pennsylvania.	Number stations entire line.	Number stations in Pennsylvania.	Number of instruments in use, entire line.	Number of instruments in use in Pennsylvania.	Number of persons employed in maintaining and operating entire line.			Number of persons employed in maintaining and operating line in Pennsylvania.			Number of messages sent during the year, entire line.	Number of messages sent during the year in Pennsylvania.	Number of messages received during the year, entire line.	Number of messages received during the year in Pennsylvania.
								Males.	Females.	Total.	Males.	Females.	Total.				
American District Telegraph,	$387.053 22	....	....	16	16	2,812	2,812	215	1	216	215	1	216	201,030	175 371	330.363	330,363
American Telegraph and Telephone,	1,619,709 02	960	960	38	38	....	....	39	15	54	39	15	54	99 227	99,227	101,570	101,570
Armstrong Telephone,	2.350 00	23	23	5	5	5	5	6	....	6	6	...	6	320	320	.....	.....
Baltimore and Ohio Telegraph of Pennsylvania,	.....	4	4	1	1	3	3	4	....	4	2	...	2	.....	.....	.....	.....
Bell Telephone,	794.555 56	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....	.....	.....
Central Pennsylvania Telephone and Supply,	713.118 56	....	....	3,804	3.804	3,804	3,804	67	77	144	67	77	144	.....	.....	.....	.....
Delaware and Atlantic Telegraph and Telephone,	86,701 12	....	....	1,222	1,222	2,444	2,444	....	....	67	....	...	67	.....	.....	.....	.....
Lykens Telegraph & Telephone,	309 92	3	3	2	2	2	2	....	....	....	....	....	....	.....	.....	.....	.....
McKeesport Telephone,	28,000 00	150	150	....	....	100	100	3	1	4	3	1	4	.....	.....	.....	.....
National Telegraph	.....	949	45	....	3	....	3	....	....	....	4	...	4	.....	563	.....	.....
New York and Pennsylvania Telegraph and Telephone.	948,379 04	....	....	2.853	1.050	5,706	2,100	53	54	107	14	18	32	55,322	17,692	55,322	17,692
Pennsylvania Telephone,	448,507 76	....	....	....	....	....	....	....	....	....	....	....	....	.....	.....	.....	.....
Philadelphia Local Telegraph,	400.000 00	....	....	65	65	315	315	60	40	100	60	40	100	300,000	300,000	290.000	290,000
Philadelphia, Reading and Pottsville Telegraph,	288,866 85	101	101	474	474	980	980	720	12	732	720	12	732	453,885	453,885	453,885	453.885
Postal Telegraph and Cable (of New York),	.....	1,290	1.290	75	75	....	....	....	....	475	....	...	475	10.000.000	.....	10,000,000	.....
Postal Telegraph,	.....	....	240	....	44	....	....	....	....	....	....	...	120	.....	.....	.....	.....
Postal Telegraph and Cable Co., No. 1.	.....	117	....	....	4	....	....	....	....	....	....	...	18	.....	.....	.....	.....
Postal Telegraph and Cable Co., No. 2,	.....	211	211	9	9	....	....	....	....	50	....	...	50	.....	.....	.....	.....
Postal Telegraph and Cable Co., No. 3.	.....	32	32	4	4	....	....	....	....	7	....	...	7	.....	.....	.....	.....
Rockhill Telegraph,	4,220 13	32	32	7	7	7	7	6	1	7	6	1	7	757	.....	.....	.....
Royal Telegraph and Telephone,	1.000 00	22	12	3	....	....	....	....	....	....	....	....	....	.....	.....	.....	.....
Western Union Telegraph.	.....	190.303	9,491	21,166	1.678			31,688	2,446	34,134	....	....	....	58.632,237	.....	58,632,237	.....
Williamsport and North Branch Telephone.	3,950 00	99	99	18	18	18	18	....	....	....	....	....	....	.....	.....	.....	.....
Totals.	$5,726.721 18	194,296	12,693	29,762	8,519	16,196	12,593	32,871	2,647	36.307	1,136	165	2.038	69.742,778	1,047,058	69.863.377	1,193,510

TABLE C.—EXPENSES AND RECEIPTS.

NAME OF COMPANY.	Gross expenses entire line.	Gross expenses in Pennsylvania.	Gross receipts entire line.	Gross receipts in Pennsylvania.
American District Telegraph,	$96,120 20	$96,120 20	$142,922 02	$142,922 02
American Telegraph and Telegraph,	109,985 48	109,985 48	134,617 07	134,617 07
Armstrong Telephone,	50 00	50 00	98 00	98 00
Baltimore and Ohio Telegraph of Pennsylvania,	1,056 04	. . . . .	1,981 41	. . . . .
Bell Telephone,	396,246 96	396,246 96	552,811 96	552,811 96
Central Pennsylvania Telephone and Supply,	169,990 76	166,990 76	235,484 06	235,484 06
Delaware and Atlantic Telegraph and Telephone,	84,624 11	84,624 11	76,834 04	76,834 04
National Telegraph,	292 85	292 85	79 02	79 02
New York and Pennsylvania Telegraph and Telephone,	148,235 65	. . . . .	191,628 32	49,627 99
Pennsylvania Telephone,	154,436 61	. . . . .	183,239 67	177,783 74
Philadelphia Local Telegraph,	42,914 39	42,914 39	59,954 50	59,954 50
Philadelphia, Reading and Pottsville Telegraph,	79,816 15	79,816 15	92,814 02	92,814 02
Postal Telegraph and Cable of New York,	3,070,000 00	. . . . .	3,615,256 00	. . . . .
Postal Telegraph,	. . . . .	. . . . .	. . . . .	5,850 00
Postal Telegraph and Cable Company No. 1,	. . . . .	. . . . .	. . . . .	22,402 00
Postal Telegraph and Cable Company No. 2,	. . . . .	. . . . .	. . . . .	13,615 00
Postal Telegraph and Cable Company No. 3,	. . . . .	. . . . .	. . . . .	3,540 00
Western Union Telegraph,	16,060,170 21	. . . . .	21,852,655 09	343,875 14
Total,	$20,413,646 54	$930,040 88	$27,140,276 16	$1,912,289 56

COMPARATIVE STATEMENT OF CAPITAL STOCK PAID IN FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
American District Telegraph,	$400,000 00	$400,000 00	$400,000 00	$400,000 00	$400,000 00
American Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	10,000 00	250,000 00
Atlantic and Ohio Telegraph,	650,000 00	650,000 00		650,000 00	650,000 00
Armstrong Telephone,					2,400 00
Baltimore and Ohio Telegraph of Pennsylvania,	20,000 00				2,000 00
Bell Telephone,	560,000 00	560,000 00	560,000 00	560,000 00	627,200 00
Central District and Printing Telegraph,	750,000 00	750,000 00	825,000 00	990,000 00	990,000 00
Central Pennsylvania Telephone and Supply,	800,000 00	800,000 00	800,000 00	800,000 00	800,000 00
Curwensville Telephone,	3,000 00	3,000 00			
Delaware and Atlantic Telegraph and Telephone,	10,000 00	10,000 00	10,000 00	10,000 00	10,000 00
Lykens Telegraph and Telephone,	300 00	300 00	300 00	300 00	300 00
McKeesport Telephone,				25,000 00	25,000 00
National Telegraph,	1,000,000 00	1,000,000 00		1,000,000 00	1,000,000 00
New York and Pennsylvania Telegraph and Telephone,	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00	1,000,000 00
Pacific and Atlantic Telegraph,	2,000,000 00	2,000,000 00		2,000,000 00	2,000,000 00
Pennsylvania Telephone,	749,200 00	749,200 00	749,200 00	549,466 67	599,466 67
Philadelphia Local Telegraph,	400,000 00	400,000 00	400,000 00	400,000 00	400,000 00
Philadelphia, Reading and Pottsville Telegraph,	20,000 00	20,000 00	20,000 00	20,000 00	20,000 00
Postal Telegraph and Cable of New York,			8,600,000 00	8,600,000 00	8,600,000 00
Postal Telegraph,				50,000 00	50,000 00
Postal Telegraph and Cable, No. 1,				20,000 00	20,000 00
Postal Telegraph and Cable, No. 2,				20,000 00	20,000 00
Postal Telegraph and Cable, No. 3,				5,000 00	5,000 00
Rockhill Telegraph,	300 00	300 00	300 00	300 00	300 00
Royal Telegraph and Telephone,	1,000 00	1,000 00	1,000 00	1,000 00	1,000 00
Tioga and Morris Run Telegraph,	1,700 00				
Western Union Telegraph,	86,199,852 06	86,199,852 06	86,199,852 06	94,820,000 00	94,820,000 00
Williamsport District Telegraph and Messenger,	10,500 00				
Williamsport and North Branch Telephone,	3,000 00	3,000 00	3,000 00	3,950 00	3,950 00
Total,	$94,588,822 06	$91,556,652 06	$99,578,652 06	$111,935,016 67	$112,296,616 67

COMPARATIVE STATEMENT OF FLOATING AND FUNDED DEBT FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
American Telegraph and Telephone,	$591,038 36	$921,434 79	$1,377,421 52	$1,643,264 37	$1,371,837 12
Central District and Printing Telegraph,	95,980 00	95,965 00	95,810 00	90,000 00	90,000 00
Central Pennsylvania Telephone and Supply,	20,000 00	25,000 00	47,000 00	45,000 00	80,000 00
McKeesport Telephone,	.....	.....	.....	.....	3,000 00
Philadelphia, Reading and Pottsville Telegraph,	.....	200,000 00	200,000 00	200,000 00	200,000 00
Western Union Telegraph,	15,183,986 00	15,161,266 00	15,198,060 00	15,242,340 00	15,261,134 00
Totals,	$15,902,424 49	$16,414,085 92	$19,327,469 25	$20,180,604 37	$17,205,971 12

COMPARATIVE STATEMENT OF MESSAGES RECEIVED IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1991-92.	1892-93.	1893-94.
American District Telegraph.	292,646	341,040	350,797	320,138	330,363
American Telegraph and Telephone,	.....	.....	43,385	90,519	101,570
New York and Pennsylvania Telegraph and Telephone.	.....	.....	17,549	18,459	17,692
Philadelphia Local Telegraph.	420,000	275,000	270,000	290,000	290,000
Philadelphia, Reading and Pottsville Telegraph,	.....	.....	469,144	502,295	453,885
Totals,	713,465	616,894	1,151,804	1,222,414	1,193 510

COMPARATIVE STATEMENT OF MESSAGES SENT IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
American District Telegraph	152,261	143,099	168,333	179,953	175,371
American Telegraph and Telephone	.....	.....	53,164	84,826	99,227
Armstrong Telephone	.....	.....	.....	.....	320
National Telegraph	.....	.....	.....	.....	563
New York and Pennsylvania Telegraph and Telephone	.....	.....	17,549	18,459	17,692
Philadelphia Local Telegraph	400,000	300,000	295,000	300,000	300,000
Philadelphia, Reading and Pottsville Telegraph	461,976	467,837	469,144	502,295	453,885
Rockville Telegraph	819	854	930	1,003	.....
	1,015,056	616,794	1,004,120	1,086,536	1,047,058

COMPARATIVE STATEMENT OF GROSS RECEIPTS IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
American District Telegraph	$122,754 47	.....	.....	.....	$142,922 02
American Telegraph and Telephone	.....	.....	$58,650 04	$97,996 00	134,617 07
Armstrong Telephone	.....	.....	.....	.....	98 00
Baltimore and Ohio Telegraph of Pennsylvania	285 46	.....	.....	.....	1 00
Bell Telephone	489,425 98	$526,484 15	.....	531,388 93	552,811 96
Central Pennsylvania Telephone and Supply	191,595 38	202,745 55	207,271 17	214,813 97	235,484 06
Delaware and Atlantic Telegraph and Telephone	63,161 00	67,355 02	69,900 33	75,323 94	76,834 04
National Telegraph	53 74	85 14	.....	44 45	79 02
New York and Pennsylvania Telegraph and Telephone	.....	.....	44,941 42	48,328 46	49,627 99
Pennsylvania Telephone	.....	143,903 74	145,809 76	157,782 51	177,783 74
Philadelphia Local Telegraph	63,861 96	58,273 62	64,646 59	68,509 15	59,934 50
Philadelphia, Reading and Pottsville Telegraph	.....	102,492 03	97,383 62	100,536 25	92,814 02
Postal Telegraph	1,300 00	4,400 00	.....	6,000 00	5,850 00
Postal Telegraph and Cable Co., No. 1	800 00	6,250 00	.....	22,000 00	22,402 00
Postal Telegraph and Cable Co., No. 2	16,000 00	19,000 00	.....	18,000 00	13,615 00
Postal Telegraph and Cable Co., No. 3	3,000 00	3,600 00	.....	3,600 00	3,540 00
Western Union Telegraph	.....	396,907 89	382,311 01	392,660 90	343,875 14
	$1,090,295 34	$1,531,638 94	$1,355,914 94	$2,086,984 56	$1,912,289 56

COMPARATIVE STATEMENT OF GROSS EXPENSES IN PENNSYLVANIA FOR FIVE YEARS.

NAME OF COMPANY.	1889-90.	1890-91.	1891-92.	1892-93.	1893-94.
American District Telegraph,	$81,897 05		$73,051 10	$71,393 79	$96,120 20
American Telegraph and Telephone,					109,985 48
Armstrong Telephone,					50 00
Bell Telephone,	242,145 79	$344,917 99		423,317 93	396,246 94
Central Pennsylvania Telephone and Supply,	131,827 70	142,950 55	148,410 09	167,089 36	169,990 76
Curwensville Telephone,	568 71	260 40			84,624 11
Delaware and Atlantic Telegraph and Telephone,	60,520 45	63,595 48	66,982 46	71,837 59	292 85
National Telegraph,		302 72		303 08	42,914 39
Philadelphia Local Telegraph,	64,765 04	61,220 92	62,947 78	43,680 19	79,816 15
Philadelphia, Reading and Pottsville Telegraph,	84,812 76	90,375 07	73,651 69	80,108 30	
Williamsport District Telegraph and Messenger,	613 54				
Total,	$667,079 04	$706,563 13	$424,143 12	$857,630 24	$980,040 88

INDEX.

	Page.
Communication to the Governor,	i
Delinquency of corporations referred to,	iii
The Ontario, Carbondale and Scranton Company,	iii
Its delinquency certified to the Attorney General,	iii
Correspondence in relation thereto,	iv
Necessity for a Railway Bureau,	xii
Scope of authority should be enlarged,	xii
States having railway commissioners,	xvi
The salaries of the same,	xvi
Legislation on the subject of Railway Bureau urged,	xvii
Capitalization of railways,	xvii
Costs of roads and equipment,	xviii
Number of locomotives and cars in use,	xix
Employes, information as to the number, etc,	xix
Compensation of employes,	xx
Passenger train mileage,	xxi
Freight train mileage,	xxi
Passenger traffic,	xxii
Freight traffic,	xxii
Kinds of freight carried,	xxiii
Rates of transportation,	xxiv
Earnings as compared with the previous year,	xxv
Accidents, the number of,	xxvi
Railways and the industrial depression,	xxvii
State printing office burned,	xxvii
Railroad reports destroyed by fire,	xxvii
Replaced by duplicates,	xxxi
Street railway companies, number reporting,	xxxii
Comparison of business with the previous year,	xxxii
Telegraph and telephone companies, their business, etc.,	xxxiii
Canal companies, business transacted,	xxxiv
List of steam railroads not constructed,	xxxv
Stock represented and organization expenses of same,	xxxv
List of street railways not in operation,	xxxvii
Stock represented and organization expenses of same,	xxxvii
List of delinquent corporations,	xl
Companies merged or consolidated,	xlii
Roads which have been abandoned,	xliii
Reports received too late for printing,	xliv

STEAM RAILROAD COMPANIES.

Addison and Pennsylvania,	3
Allegheny and Kinzua,	5
Allegheny Valley,	6
Allentown,	8
Allentown Terminal,	9
Altoona, Clearfield and Northern,	10
Arnot and Pine Creek,	12
Bald Eagle Valley,	13
Baltimore and Cumberland Valley,	15
Baltimore and Cumberland Valley Extension,	16
Baltimore and Harrisburg,	18
Baltimore and Harrisburg Western Extension,	19
Baltimore and Lehigh,	21
Baltimore and Philadelphia,	22
Bangor and Portland,	24
Barclay,	25

Page.
Bare Rock, ... 27
Beaver and Elwood, ... 28
Beech Creek, ... 29
Bedford and Bridgeport, ... 31
Bellefonte Central, ... 33
Berlin, ... 34
Berlin Branch, ... 35
Bloomsburg Belt, ... 36
Bloomsburg and Sullivan, ... 37
Bradford, ... 39
Bradford, Bordell and Kinzua, ... 40
Bradford and Western Pennsylvania, ... 41
Brockport and Shawmut, ... 42
Brownstone and Middletown, ... 43
Buffalo, Bradford and Pittsburgh, ... 44
Buffalo, Rochester and Pittsburgh, ... 46
Buffalo and Susquehanna, ... 48
Bustleton, ... 50
Cambria and Clearfield, ... 51
Catasauqua and Fogelsville, ... 53
Catawissa, ... 54
Central Pennsylvania and Western, ... 55
Central Railroad Company of Pennsylvania, ... 57
Chambersburg and Gettysburg, ... 59
Chartiers, ... 60
Chartiers (Pittsburgh, Cincinnati, Chicago and St. Louis Co., lessee), ... 62
Cherry Grove, ... 63
Chester Creek, ... 64
Chester and Delaware River, ... 65
Chestnut Hill, ... 67
Clarion River, ... 68
Clearfield and Mahoning, ... 69
Cleveland and Pittsburgh, ... 71
Cleveland and Pittsburgh (Pennsylvania Co. operting), ... 72
Colebrookdale, ... 73
Columbia and Port Deposit, ... 75
Connecting, ... 77
Cornwall, ... 78
Cornwall and Lebanon, ... 80
Confluence and Oakland, ... 81
Coudersport and Pine Creek, ... 83
Coudersport and Port Allegheny, ... 84
Cresson, Clearfield County and New York Short Route, ... 86
Cumberland Valley, ... 87
Delaware and Hudson Canal Company's Railway, ... 89
Delaware, Lackawanna and Western, ... 92
Delware, Susquehanna and Schuylkill, ... 96
Dillsburg and Mechanicsburg, ... 98
Downingtown and Lancaster, ... 99
Dunkirk, Allegheny Valley and Pittsburgh, ... 100
East Broad Top, ... 102
East Mahanoy, ... 104
East Pennsylvania, ... 106
Easton and Northern, ... 107
Elmira and Williamsport, ... 108
Ellwood Connecting, ... 110
Ellwood Short Line, ... 111
Emporium and Rich Valley, ... 112
Engleside, ... 113
Erie and Pittsburgh, ... 114
Erie and Pittsburgh (Pennsylvania Company operating), ... 116
Erie and Wyoming Valley, ... 117
Fairmount, Morgantown and Pittsburgh, ... 119
Fall Brook, ... 120
Falls Creek, ... 122
Fayette County, ... 123
Gettysburg and Harrisburg, ... 124
Greenlick, ... 126
Hanover and York, ... 127
Harrisburg, Portsmouth, Mount Joy and Lancaster, ... 129
Huntingdon and Broad Top Mountain, ... 130
Hunter's Run and Slate Belt, ... 132
Ironton, ... 133
Jamestown and Franklin, ... 134
Jefferson, ... 136

Page.
Johnsonburg, ... 137
Johnsonburg and Bradford, ... 139
Junction, ... 140
Kendall and Eldred, ... 142
Kensington and Tacony, ... 143
Kinzua, ... 145
Kinzua Creek and Kane, ... 146
Kinzua Hemlock, ... 148
Kinzua Valley, ... 149
Kishacoquillas Valley, ... 150
Lackawanna and Montrose, ... 152
Lancaster, Oxford and Southern, ... 153
Lake Shore and Michigan Southern, ... 155
Lehigh and Lackawanna (financial report), ... 158
Lehigh and Lackawanna (operating report), ... 158
Lehigh and Susquehanna (financial report), ... 160
Lehigh and Susquehanna (operating report), ... 161
Lehigh Valley, ... 162
Lewisburg and Tyrone, ... 165
Little Saw Mill Run, ... 166
Little Schuylkill Navigation, ... 167
Loyalsock, ... 168
Lykens Valley, ... 170
McKean and Buffalo, ... 171
McKeesport and Bessemer, ... 173
McKeesport Connecting, ... 174
Mahoning Valley, ... 175
Mapleton and Rocky Ridge, ... 177
Martin's Creek, ... 177
Meadville, Conneaut Lake and Linesville, ... 179
Middletown and Hummelstown, ... 180
Mifflin and Centre County, ... 181
Mill Creek and Mine Hill, ... 182
Mine Hill and Schuylkill Haven, ... 184
Monongahela Connecting, ... 185
Monongahela River and Street's Run, ... 186
Mont Alto, ... 187
Montour, ... 189
Montrose, ... 190
Mount Carbon and Port Carbon, ... 191
Mount Carmel and Natalie, ... 193
Mount Jewett, Kinzua and Riterville, ... 194
Mount Jewett and Smethport, ... 195
Mount Penn Gravity, ... 197
Mount Pleasant and Broadford, ... 198
Nescopec, ... 199
Nesquehoning Valley, ... 200
Neversink Mountain, ... 201
New Castle and Beaver Valley, ... 203
New Castle and Beaver Valley (Pennsylvania Company operating), ... 204
New Castle and Butler, ... 205
New Castle and Shenango Valley, ... 206
New Haven and Dunbar, ... 207
Newport and Sherman's Valley, ... 208
New York, Lake Erie and Western, ... 210
New York, Lake Erie and Western Coal, ... 213
New York, Lackawanna and Western, ... 215
New York, Chicago and St. Louis, ... 216
New York and North Pennsylvania, ... 218
New York, Pennsylvania and Ohio, ... 220
New York, Susquehanna and Western, ... 222
Nittany Valley, ... 224
North Bend and Kettle Creek, ... 225
Northern Central, ... 226
North East Pennsylvania, ... 228
North Pennsylvania, ... 230
North and West Branch, ... 231
Ohio and Baltimore Short Line, ... 232
Ohio Connecting (operated by Pittsburgh, Cincinnati, Chicago and St. Louis Company), ... 234
Ohio Connecting, ... 235
Olean, Bradford and Warren, ... 236
Oregon and Texas, ... 237
Pennsylvania, ... 238
Pennsylvania Company, ... 265

Page.
Pennsylvania and New York, ... 267
Pennsylvania, Poughkeepsie and Boston, ... 268
Pennsylvania, Schuylkill Valley, ... 270
Pennsylvania and North Western, ... 272
Penn Gas Coal Company's Railroad, ... 273
People's, ... 274
Perkiomen, ... 275
Perry County, ... 277
Philadelphia and Baltimore Central, ... 278
Philadelphia Belt Line, ... 280
Philadelphia and Chester Valley, ... 281
Philadelphia and Erie, ... 283
Philadelphia ,Germantown and Chestnut Hill, ... 284
Philadelphia, Germantown and Norristown, ... 286
Philadephia, Harrisburg and Pittsburgh, ... 287
Philadelphia, Newtown and New York, ... 288
Philadelphia and Reading, ... 290
Philadelphia and Reading Terminal, ... 302
Philadelphia and Trenton, ... 303
Philadelphia, Wilmington and Baltimore, ... 305
Pickering Valley, ... 308
Pine Creek, ... 309
Pine Creek (Fall Brook Railroad Company, lessee and operator), ... 311
Pittsburgh and Castle Shannon, ... 312
Pittsburgh, Chartiers and Youghiogheny, ... 314
Pittsburgh, Cincinnati, Chicago and St. Louis, ... 316
Pittsburgh and Connellsville, ... 319
Pittsburgh, Fort Wayne and Chicago, ... 320
Pittsburgh, Fort Wayne and Chicago (Pensylvania Company operating), ... 322
Pittsburgh Junction, ... 323
Pittsburgh and Lake Erie, ... 325
Pittsburgh, Marion and Chicago, ... 327
Pittsburgh, McKeesport and Youghiogheny, ... 329
Pittsburgh and Moon Run, ... 331
Pittsburgh and Northern, ... 332
Pittsburgh, Shenango and Lake Erie, ... 334
Pittsburgh, Virginia and Charleston, ... 337
Pittsburgh and Western, ... 338
Pittsburgh, Youngstown and Ashtabula, ... 340
Pittsburgh, Youngstown and Ashtabula (Pennsylvania Company operating), 342
Plymouth, ... 343
Pomeroy and Newark, ... 344
Reading and Columbia, ... 346
Reading, Marietta and Hanover, ... 348
Reynoldsville and Falls Creek, ... 349
Ridgway and Clearfield, ... 350
River Front, ... 351
Rochester, Beaver Falls and Western, ... 353
Rupert and Bloomsburg, ... 354
Salisbury, ... 355
Schuylkill and Lehigh, ... 357
Schuylkill River, East Side, ... 358
Schuylkill and Lehigh Valley, ... 360
Schuylkill Valley, ... 361
Shamokin, Sunbury and Lewisburg, ... 362
Shamokin Valley and Pottsville, ... 363
Sharon, ... 365
Sharpsville, ... 366
Sheffield and Spring Creek, ... 367
Slate Run, ... 369
Slackwater Connecting, ... 368
Somerset and Cambria, ... 370
South Chester, ... 372
South Easton and Phillipsburg, ... 373
South Easton and Phillipsburg, ... 374
South Fork, ... 374
South West Pennsylvania, ... 376
Southern Pennsylvania, ... 377
St. Mary's and Southwestern, ... 378
State Line and Sullivan, ... 380
Stewartstown, ... 381
Stony Creek, ... 382
Sunbury, Hazleton and Wilkes-Barre, ... 384
Sunbury and Lewistown, ... 385
Susquehanna and Buffalo, ... 386

Page.
Susquehanna and Clearfield, ... 387
Sugar Run, ... 389
Tamaqua, Hazleton and Northern, ... 389
Tiadaghton and Fahnastalk, ... 391
Tioga, ... 392
Tionesta Valley, ... 393
Tipton, ... 395
Trenton Cut-off, ... 396
Tresckow, ... 397
Tyrone and Clearfield, ... 398
Ursina and North Fork, ... 400
Waynesburg and Washington, ... 401
West Chester, ... 402
Western Maryland, ... 403
Western New York and Pennsylvania, ... 405
Western Pennsylvania, ... 408
Wheeling, Pittsburgh and Baltimore, ... 409
Wilcox, ... 410
Wilcox and Rocky Run, ... 412
Wilkes-Barre and Eastern, ... 413
Wilkes-Barre and Harvey's Lake, ... 414
Wilkes-Barre and Scranton, ... 415
Williamsport and North Branch, ... 416
William's Valley, ... 418
Wilmington and Northern, ... 419
Wind Gap, ... 421
Youghiogheny, Northern, ... 422
Youghiogheny and Wick Haven, ... 423

STREET RAILWAY COMPANIES.

Allentown, ... 427
Allentown and Bethlehem, ... 428
Allentown and Lehigh Valley, ... 429
Allegheny Traction, ... 429
Altoona and Logan Valley, ... 431
Ashland, Locustdale and Centralia, ... 432
Beaver Valley Street, ... 433
Beaver Valley Traction, ... 434
Bethlehem and Allentown, ... 435
Bethlehem and South Bethlehem, ... 436
Blakley and Dickson Traction, ... 437
Braddock, ... 438
Bradford and Kendall, ... 439
Carbon County, ... 440
Carbondale Traction, ... 441
Catharine and Bainbridge Streets, ... 442
Central Electric, ... 443
Central Traction, ... 444
Centennial, ... 445
Centre and West End, ... 446
Chelton Avenue, ... 447
Chester, ... 448
Chester and Media, ... 449
Citizens', Harrisburg, ... 450
Citizens', Philadelphia, ... 451
Citizens', McKeesport, ... 452
Citizens', Pittsburgh, ... 453
Citizens', Norristown, ... 454
Citizens', Williamsport, ... 455
Citizens' Traction Pittsburgh, ... 456
City, Altoona, ... 457
Coalville, ... 458
College and Grand View, ... 459
Columbia and Donegal, ... 460
Columbia and Ironville, ... 461
Connellsville, New Haven and Leisenring, ... 462
Continental, ... 463
Delaware County and Philadelphia, ... 464
Du Bois Traction, ... 465
Duquesne Traction, ... 466
East End, ... 467
East Harrisburg, ... 468
East Reading, ... 469
Easton Transit, ... 470

Page.
Electric Traction, ... 472
Empire, ... 473
Erie City, ... 474
Erie Electric, ... 475
Federal Street and Pleasant Valley, ... 476
Fort Pitt Inclined Plane, ... 478
Frankford and Southwark, ... 479
Germantown, ... 480
Gettysburg Electric, ... 481
Green and Coates Streets, ... 482
Greensburg and Hempfield, ... 483
Hanover and McSherrytown, ... 484
Harrisburg City, ... 485
Hazleton and North Side Electric, ... 486
Hazleton and South Side Electric, ... 487
Hestonville, Mantua and Fairmount, ... 488
Hazleton and Sunbury, ... 488
Johnstown, ... 490
Junction, ... 491
Kessler Street Connecting, ... 492
Lackawanna, ... 492
Lancaster and Columbia, ... 493
Lancaster Traction, ... 494
Lebanon and Annville, ... 495
Lebanon and Meyerstown, ... 496
Lehigh Avenue, ... 497
Lehigh Traction Company, ... 498
McKeesport and Wilmerding, ... 499
Manuayunk and Roxborough Incline Plane, ... 500
Marshall Street, ... 501
Middleton, Highspire and Steelton, ... 502
Millvale, Etna and Sharpsburg, ... 503
Millvale and Forty-third Street and Bloomfield, ... 504
Monongahela Inclined Plane, ... 505
Montgomery County Passenger, ... 506
Mount Oliver Railway, ... 507
Nanticoke, ... 508
New Castle Electric, ... 509
North End, ... 510
Northern, ... 510
Norristown, ... 511
Norristown, Bridgeport and Conshohocken Traction Company, ... 512
Nunnery Hill Incline Plane, ... 513
Oil City, ... 514
Penn Street, ... 515
Pennsylvania Motor, ... 516
Pennsylvania Traction, ... 517
People's, Philadelphia, ... 518
People's Scranton, ... 519
People's, Electric, ... 520
Philadelphia City, ... 521
Philadelphia and Darby, ... 522
Philadelphia and Gray's Ferry, ... 523
Philadelphia Traction, ... 524
Pittsburgh, Allegheny and Manchester Passenger, ... 527
Pittsburgh, Allegheny and Manchester Traction, ... 528
Pittsburgh and Birmingham Passenger, ... 529
Pittsburgh and Birmingham Traction, ... 530
Pittsburgh Incline Plane, ... 531
Pittsburgh, Neville Island and Coraopolis, ... 532
Pittsburgh, Oakland and East Liberty, ... 533
Pittsburgh Traction, ... 534
Pittsburgh Union, ... 535
Pittsburgh and West End, ... 536
Pittston, ... 538
Plymouth, ... 538
Pottstown, ... 539
Punxsutawney, ... 540
Reading City, ... 541
Reading and South Western, ... 542
Reading Traction, ... 543
Ridge Avenue, ... 544
Ringing Rocks, ... 545
Saint Clair Incline Plane, ... 546
Schuylkill Electric, ... 547

Page.
Schuylkill River, ... 548
Scranton, ... 549
Scranton Suburban, ... 549
Scranton and Carbondale Traction, ... 550
Scranton Traction, ... 551
Second Avenue, ... 553
Second and Third Streets, ... 554
Seventeenth and Nineteenth Streets, ... 555
Shamokin, ... 556
Shenango Valley, ... 557
South Side, Pittsburgh, ... 558
Stroudsburg, ... 559
Sunbury and Northumberland, ... 560
Thirteenth and Fifteenth Streets, ... 561
Troy Hill Inclined Plane and Bridge Company, ... 562
Union, Chester, ... 563
Union, Philadelphia ... 564
Uniontown, ... 565
Valley, ... 566
Vallamont, ... 567
Versailles Traction, ... 568
Warren, ... 569
West Chester, ... 570
West Philadelphia, ... 571
West Pittston and Wyoming, ... 573
White Electric Traction, ... 573
Wilkes-Barre and Kingston, ... 574
Wilkes-Barre and Suburban, ... 575
Wilkes-Barre and Wyoming Valley Traction, ... 576
Williamsport, ... 577
Wissahickon, ... 579
York, ... 580

CANAL AND NAVIGATION COMPANIES.

Delaware and Hudson, ... 585
Delaware Division, ... 585
Lehigh Coal and Navigation, ... 586
Monongahela Navigation, ... 587
Pennsylvania Canal, ... 588
Schuylkill Navigation, ... 588
Schuylkill Navigation (Philadelphia and Reading Railroad Company lessee), ... 589
Susquehanna Canal, ... 589
Susquehanna Canal (Philadelphia and Reading Rilroad Company lessee), ... 590

TELEGRAPH AND TELEPHONE COMPANIES.

American District Telegraph, ... 593
American Telegraph and Telephone, ... 594
Armstrong Telephone, ... 595
Atlantic and Ohio Telegraph, ... 595
Baltimore and Ohio Telegraph, ... 596
Bell Telephone, ... 597
Central District and Printing Telegraph, ... 598
Central Pennsylvania Telephone, ... 600
Delaware and Atlantic Telegraph and Telephone, ... 601
Lykens Telegraph and Telephone, ... 603
McKeesport Telephone, ... 604
National Telegraph, ... 604
New York and Pennsylvania Telephone and Telegraph, ... 605
Pacific and Atlantic, ... 606
Pennsylvania Telephone, ... 607
Philadelphia Local Telegraph, ... 608
Philadelphia, Reading and Pottsville Telegraph, ... 610
Postal Telegraph, ... 611
Postal Telegraph and Cable of New York, ... 611
Postal Telegraph and Cable No. 1, ... 612
Postal Telegraph and Cable No. 2, ... 613
Postal Telegraph and Cable No. 3, ... 614
Rockhill Telegraph, ... 615
Royal Telegraph and Telephone, ... 615
Western Union Telegraph, ... 616
Williamsport and North Branch Telephone, ... 618

TABULATED STATEMENTS.

STEAM RAILROADS.

	Page.
Table A--Stock and dividends,	A2
Table B--Debt and interest,	A11
Table C--Cost of road and equipment,	A20
Table D--Mileage,	A29
Table E--Equipment and persons employed,	A38
Table F--Miles run by trains and rate of speed,	A43
Table G--Number of passengers carried, cost per mile, etc.,	A47
Table H--Kind of freight carried, in tons,	A51
Table I--Quantity of freight carried, cost per ton, etc..	A55
Table J--Earnings and income during the year,	A60
Table K--Expenses during the year,	A67
Table L--Accidents,	A79
Comparative statement of funded and floating debt for five years,	A82
Comparative statement of cost of road and equipment for five years,	A89
Comparative statement of passengers carried for five years,	A97
Comparative statement of tonnage for five years,	A101
Comparative statement of receipts for five years,	A106
Comparative statement of expenses for five years,	A113
Comparative statement of accidents for five years,	A120

STREET PASSENGER RAILWAYS.

Table A--Stock and Debt,	A126
Table B--Cost and Mileage,	A131
Table C--Characteristics of road.	A136
Table D--Passengers and Expenses,	A139
Table E--Receipts,	A142
Table F--Accidents,	A145
Comparative statement of capital stock paid in for five years,	A147
Comparative statement of funded and floating debt for five yers,	A152
Comparative statement of cost of road and equipment for five years,	A155
Comparative statement of passengers carried for five years,	A159
Comparative statement of receipts for five years,	A162
Comparative statement of expenses for five years,	A165
Comparative statement of accidents for five years,	A168

CANALS.

Table A--Stock and debt,	A172
Table B--Cost and characteristics,	A173
Table C--Tonnage, expenses and receipts,	A174
Comparative statement of capital stock paid in for five years,	A175
Comparative statement of funded and floating debt for five years,	A175
Comparative statement of cost of canal and fixtures for five years,	A176
Comparative statement of tonnage for five years,	A176
Comparative statement of expenses for five years,	A177
Comparative statement of receipts for five years,	A177

TELEGRAPH AND TELEPHONES.

Table A--Stock and debt,	A180
Table B--Cost and characteristics,	A181
Table C--Expenses and receipts,	A182
Comparative statement of capital stock paid in for five years,	A183
Comparative statement of funded and floating debt for five years,	A184
Comparative statement of messages received in Pennsylvania for five years,	A184
Comparative statement of messages sent in Pennsylvania for five years,	A185
Comparative statement of receipts in Pennsylvania for five years,	A185
Comparative statement of expenses in Pennsylvania for five years,	A186